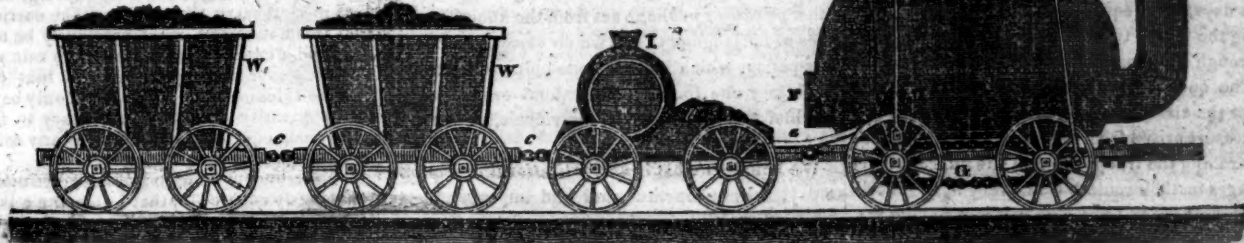


AMERICAN



# RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 4, 1832.

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We have frequently been requested to give the letting, or terms of Railroad contracts. We should always do so with pleasure if they were furnished us—but not being informed upon the subject, we have thus far been unable to give the desired information.

In the following account of the *Cromford & Peak Forest Railroad*, taken from Mr. Smith's edition of *Wood*, the advantages of inclined planes are very obvious. In the short distance of 33 3/4 miles, a rise and fall of 1800 feet are overcome by nine inclined planes. This road was constructed with 11 3/4 miles of double, and twenty-one miles of single track, for £140,000, and it is estimated that £20,000 more will complete the double track through—thus accomplishing, for £160,000 (including 18 steam engines for the planes), by a railroad, what would have cost by a canal £650,000. The average rise and fall of this road is 53 feet per mile; and still the ascent of the planes is at the rate of four miles per hour—whilst upon a canal of equal rise and fall—which would require six locks to the mile,—no boat could average over 1 1/3 miles per hour.

The *Sirhoway Railroad* is a work of an earlier period; yet it will serve to show the immense amount of business which may be transacted on railroads, and it is of particular interest at this time, when it is urged by some that "Rail-roads are not calculated for a heavy business, although they may do for light goods and passengers." Upon this road 600,000 tons of coal and iron alone are transported annually, which, at one penny per ton per mile, (if the whole amount were to pass the whole length of the road,) would amount to £70,000 per annum, and allowing one third for tolls, it would give an income of over twenty-three thousand pounds sterling upon an investment of less than sixty thousand pounds.

**CROMFORD AND PEAK FOREST RAILROAD.**—This road is situated in Derbyshire, and connects the *Cromford* and *Derby Canal* with the *Manchester*

and *Whaley Canal*; it rises 1000 feet above *Cromford* by five inclined planes, and, passing over the *Peak Mountain*, descends 800 feet to the *Whaley bridge*, the present termination, by four inclined planes. On the line much deep cutting and embankments was necessary, and several tunnels, one of which is 590 yards (1590 ?) in length. This road resembles the *Alleghany portage*, and the *Carbon-dale Railroad* in Pennsylvania in its purpose and situation. The length is 32 3/4 miles, of which 11 3/4 miles are double, and 21 miles constitute a single line; on this portion many turn-outs or side lines are provided. This work has been in progress for several years. It was originally designed by Mr. Jessop, and was finished on the 1st of July, 1831, under the direction of Mr. Woodhouse, engineer.—The cost of the canal which was once proposed on this route was estimated by the late Mr. Rennie at 650,000£. The Railroad has cost only 140,000£! and 20,000£ in addition will be sufficient to add a double track on such parts of the line as are at present single. This sum includes the cost of 18 steam engines and their apparatus at the inclined planes; 14 of 20 horse, and 4 of 10 horse power: each plane is provided with two engines. The longest plane is 850 yards. The maximum rise is 4 1/2 inches; to the yard, the minimum 2 1/2 inches; the wagons are drawn up at the rate of four miles per hour: horse power is used on the intermediate stages. The road is not intended for passengers or rapid traveling. The curves are numerous, and many of them abrupt; some of the radii are only 200 feet. The rails are of cast iron, four feet in length, and weigh 84 lbs. each; they are of the edge form, and cost 20 per cent. less than wrought iron of the same strength at the time when they were ordered.—The plan, profile, and superstructure of this road are inferior to these features of our *Pennsylvania Railroad*, and the steepness of the inclined planes dangerous, unless some mode be discovered to obviate the effects of accidents. The cost of transporting coal and lime on this unfavorable road is 1 1/2 penny per ton per mile.

**SIRHOWAY RAILROAD.**—This very important work is a single track tram road of 28 miles in length, extending from the *Fredegar works* on the *Sirhoway* to *Newport* on the *Uske*. The branches are numerous and extensive, amounting to at least 20 miles. The work has been in use for many years. The design of this work was to supersede, and in some degree to remedy the deficiencies of the *Monmouth Canal*, which winds through part of the same valley. The numerous locks caused delay, and the frosts of winter, draughts of summer, rendered the Canal frequently useless: moreover, it could not accommodate the trade. The trade now transported annually on the Railroad exceeds 600,000 tons of coal and iron alone; these are the chief articles carried on it. The grades vary from a level to an inclination of 26, and in a few places even 53 feet per mile. The curves are numerous, and frequently abrupt—the radii being sometimes less than 300 feet. Ten tons is the usual load which each horse carries down on this old fashioned and imperfect road. The flat tram rails are of cast iron, four feet long. The amount of excavation and embankment was unusually great.

At the town of *Risca* the Railroad crosses the *Elwy* by a stone viaduct of 32 arches 1500 feet long, elevated 45 feet above the stream: the cost of this bridge was nearly £13,000; the stone and lime were obtained on the spot. The cost of the main road was about £1530 per mile, exclusive of the cost of this viaduct.

From *Colebrook Dale* to *Hereford* another tram road extends 34 miles, besides numerous branches. Part of this line is paralleled to the old *Brecknock Canal*.

From *Cardiff* to *Myrthyr Tydvil* an extensive tram road has been made, of which nine miles is parallel to the *Cardiff and Glamorganshire Canal*.—This was intended as a substitute for the Canal, which is frequently in want of water. The tonnage conveyed on this line is immense.

Tram rails have been employed, almost exclusively, until recently, on the *Welsh Railroads*. The average cost of these roads has been about £2000 per mile when the road is single, and the country undulating.

**GREAT DESPATCH.**—It is truly wonderful to contrast the tardy and sluggish transportation of our armies during the late war, which the utmost efforts of the government could not overcome, with the rapid and expeditious movements of the troops recently despatched to quell the Indians on the *North-Western frontier*. The immense amount of public money expended in transporting men, provisions, cannon, &c. to the lakes, is alone sufficient to exemplify the disadvantages under which our military operations were conducted at that period, while the following extract will serve to show the almost incredible degree to which these obstacles have been removed in a few years, by internal improvement and the agency of steam power giving increased efficiency to our small military force:

Extract of a letter from an officer from *Fort Monroe*, dated "BUFFALO, July 2."

"We arrived here yesterday. The detachments under the command of Lt. Col. Twigg and Major Payne are on board the steamboat *Henry Clay*. Col. Crane's detachment arrived to-day and is embarking on board the *Sheldon Thompson*. We shall soon be off, and the captain assures us in 7 days we shall reach *Chicago*; we shall then have completed our 2000 miles in sixteen days."

The above is from the *Norfolk Herald* of a late date. It speaks volumes in favor of the enterprise of our countrymen, and it shows conclusively to what that enterprise will lead us, if judiciously persevered in. It should be distinctly understood, however, that the march of improvement is onward with as rapid strides, at the present time, as it has been at any previous period. Should our country remain united—and Heaven grant that we, and our posterity, may never see it otherwise—twenty years to come will effect improvements and facilities for travelling and transportation greater than have been effected in the same period past. If a general can now transport an army 2000 miles in sixteen days, he



will be able in 1852 to do it in eight days; whereas in 1812 he could not have done it over this route in 40 days. In 1812 troops and stores could not have been transported from Old Pt Comfort to Buffalo (a distance of over 850 miles) in less than 16 to 20 days. At this time they can be transported in eight days with ease, and we hesitate not to say that in ten—yes, in ten years—in 1842—it may be performed in three days, with equal ease, and that too without exposing the troops to the hazard of sickness by passing through the most unhealthy part of the country. The question, we think, may well be asked—have not the disasters of the present expedition in a great measure arisen from that one circumstance, and from marching the troops through the infected cities and villages on their route? Could they have gone direct to Buffalo, or to Lake Erie, without having passed through New York or Albany, and then along the CANAL, they would at least have gone ahead of that pestilence, which has now accompanied and in a great measure destroyed them. Had the New York and Erie Railroad been in operation, they might, we doubt not, have reached their destination in much less time and at a much less expense, and what is of much greater consequence, without having been visited by that scourge of scourges, the cholera. That they might have reached their destination in much less time, and of course at less expense, will not be denied, we presume, when it is understood that a detachment of 200 soldiers was conveyed on the Mohawk and Hudson Railroad from the stationary engine at Albany to that at Schenectady, a distance of 14 miles, on one train of cars, with one Locomotive Engine, in 55 minutes. If that has been already done when Railroads have been in operation scarcely a twelve-month in this country—and we doubt it not, as we were so informed by the man who superintended the train, when we passed over a few days afterwards with 140 passengers, in about the same length of time,—the improvements of ten years will enable the same service to be performed in 30 minutes. With such prospects before us, we may well command the admiration of the world.—With such prospects before us, the necessary enterprise amongst our population to secure all the benefits resulting from them, if no serious obstacles are unexpectedly thrown in their way. We exceedingly regret that a countermand should have been given by the PRESIDENT to the orders of the Secretary of War, to survey the route for the New York & Erie Railroad, not, however, on account of the pecuniary consideration—as that is a matter of small moment in a work of its magnitude, and in the estimation of men who look to the permanent and general interest of the community, rather than to momentary interest or popularity—but on account of the delay which will necessarily result to the survey, in consequence of the disappointment from having no engineers engaged and prepared to go on with the work. Nor can it be done until another meeting of the Corporators shall have taken place; and they, living as they do, scattered over a country of 350 miles in extent, and the present to many of them the busiest and most important season of the year, cannot be expected to assemble immediately. What then is to be done? Nothing! just nothing! and why? Simply because, having depended upon the United States Government for a corps of engineers, with assurances of their being ordered out for the service,—which assurances were kept, so far as to prevent all other arrangements, by an appointment highly acceptable, in the person of Colonel Clinton, who was making the necessary preparation to commence his arduous yet pleasing duty,—the whole business is brought to a stand, by an order—from whom? the President of the United States!—to suspend operations. Was not the President of the United States aware of the application for engineers before the order was given? If so—and who can doubt it?—why did he not then put the application at rest, so that other arrangements might have been made, and the season not have been wasted in waiting upon the government for aid, which, after having been granted, is again withdrawn?

We do not call in question the right of any man, either private or public, to act from the honest convictions of his judgment; but we do object to a vacillating policy, which will give one opinion to-day and a contrary one to-morrow, without regard to the mischief that may result to individuals, or the public?

We hold that what is unconstitutional or improper to-day, was unconstitutional and improper yesterday.

The following communication was addressed by Mr. McADAM to the President of the Board of Agriculture, of England. It will be read with great interest, and we trust to some profit, by our scientific, and we hope also by our practical, road-makers. A proper knowledge of the true system of road-making, although it may not be immediately generally adopted, cannot but be eminently beneficial, in this country, as it will grow gradually into use; therefore, if we can be at all instrumental in bringing the subject properly before the public, so as to excite a spirit of inquiry and improvement, we shall feel that we are amply compensated for the time devoted to it, although it will have been, in a pecuniary point of view, any thing but profitable.

Having communicated to your honorable Board, some observations on making and repairing roads, in February 1819, I beg leave to add the following, which have arisen from increased experience on the subject, and also from a desire of calling your attention to the effects of the late severe winter on the roads of the country, and the confirmation afforded to the opinions I have endeavored to introduce on the construction of roads.

During the late winter, and particularly in the month of January, 1820, when the frost was succeeded by a sudden thaw, accompanied by the melting of snow, the roads of the kingdom broke up in a very alarming manner, and to an extent that created great loss and inconvenience by the interruption of communication, and the delay of the mails, and also occasioned a very heavy extra expenditure by the Post Office.

The obvious cause of this defect of the roads, was the admission of water from the loose and unskilful method of their construction. Previous to the severe frost, the roads were filled with water, which had penetrated through the ill prepared and unskilfully laid materials: this caused an immediate expansion of the whole mass during the frost, and upon a sudden thaw, the road became quite loose, and the wheels of carriages penetrated to the original soil, which was also saturated with water, from the open state of the road. By this means, many roads became altogether impassable, while the whole were rendered deep and inconvenient to be travelled upon.

In particular, it was observed that all the roads of which chalk was a component part, became generally impassable; and even, that the roads made over chalk soils gave way in most places. This evidently proceeded from the absorbent quality of chalk, which renders it so tenacious of water, that I consider its use to be one of the most dangerous errors in road making. I was induced on former occasions to recommend particular care in making roads over chalk soils, and to advise a discontinuance of the practice of mixing chalk, clay, or any other matter that holds water, with the materials of a road. The experience of last winter has confirmed this opinion, and has shown the ruinous effects of the former method.

Of all the roads which have been thoroughly remade, according to the directions which I had the honor to submit to your honorable board last spring, not one has given way, nor has any delay taken place through the severity of the late season.

As every winter has, in some degree, presented such inconveniences, and as it has been observed that very severe winters occur in England every six or seven years, it is of great consequence to consider

of the means of constructing the roads of the kingdom in such a manner as shall prevent their being, in future, affected by any change of weather or season.

The roads can never be rendered thus perfectly secure, until the following principles be fully understood, admitted, and acted upon: namely, that it is the native soil which really supports the weight of traffic; that while it is preserved in a dry state, it will carry any weight without sinking, and that it does in fact carry the road and the carriages also; that this native soil must previously be made quite dry, and a covering impenetrable to rain must then be placed over it, to preserve it in that dry state; that the thickness of a road should only be regulated by the quantity of material necessary to form such impervious covering, and never by any reference to its own power of carrying weight.

The erroneous opinion so long acted upon, and so tenaciously adhered to, that by placing a large quantity of stone under the roads, a remedy will be found for the sinking into wet clay, or other soft soils, or in other words, that a road may be made sufficiently strong, artificially, to carry heavy carriages, though the sub-soil be in a wet state, and by such means to avert the inconveniences of the natural soil receiving water from rain, or other causes, has produced most of the defects of the roads of Great Britain.

At one time I had formed the opinion that this practice was only a useless expense, but experience has convinced me that it is likewise positively injurious.

It is well known to every skilful and observant road maker, that if strata of stone of various sizes be placed as a road, the largest stones will constantly work up by the shaking and pressure of the traffic, and that the only mode of keeping the stones of a road from motion, is to use materials of a uniform size from the bottom. In roads made upon large stones as a foundation, the perpetual motion, or change of the position of the materials, keeps open many apertures through which the water passes.

It has also been found, that roads placed upon a hard bottom wear away more quickly than those which are placed upon a soft soil. This has been apparent upon roads where motives of economy, or other causes, have prevented the roads being lifted to the bottom at once; the wear has always been found to diminish, as soon as it was possible to remove the hard foundation. It is a known fact that a road lasts much longer over a morass than when made over rock. The evidence produced before the Committee of the House of Commons showed the comparison on the road between Bristol and Bridgewater to be as five to seven in favor of the wearing on the morass, where the road is laid on the naked surface of the soil, against a part of the same road made over rocky ground.

The practice common in England, and universal in Scotland, on the formation of a new road, is to dig a trench below the surface of the ground adjoining, and in this trench to deposit a quantity of large stones; after this a second quantity of stone, broken smaller, generally to about seven or eight pounds weight; these previous beds of stone are called the bottoming of the road, and are of various thickness, according to the caprice of the maker, and generally in proportion to the sum of money placed at his disposal. On some new roads made in Scotland, in the summer of 1819, the thickness exceeded three feet.

That which is properly called the road is then placed on the bottoming, by putting large quantities of broken stone or gravel, generally a foot or eighteen inches thick, at once upon it.

Were the materials of which the road itself is composed properly selected, prepared, and laid, some of the inconveniences of this system might be avoided; but in the careless way in which this service is generally performed, the road is as open as a sieve to receive water; which penetrates through the whole mass, is received and retained in the trench, whence the road is liable to give way in all changes of weather.

A road formed on such principles has never effectually answered the purposes which the road-maker should constantly have in view, namely, to make a secure, level flooring, over which carriages may pass with safety, and equal expedition, at all seasons of the year.

If it be admitted, as I believe it is now very generally, that in this kingdom an artificial road is only required to obviate the inconvenience of a very unsettled climate; and that water, with alternate frost and thaw, are the evils to be guarded against, it must be obvious that nothing can be more erroneous than providing a reservoir for water under the road, and giving facility to the water to pass through the



road into this trench, where it is acted upon by frost to the destruction of the road.

As no artificial road can ever be made so good and so useful, as the natural soil in a dry state, it is only necessary to procure and preserve this dry state of so much ground as is intended to be occupied by a road.

The first operation in making a road should be the reverse of digging a trench. The road should not be sunk below, but rather raised above, the ordinary level of the adjacent ground; care should at any rate be taken, that there be a sufficient fall to take off the water, so that it should always be some inches below the level of the ground upon which the road is intended to be placed: this must be done, either by making drains to lower grounds, or if that be not practicable, from the nature of the country, then the soil upon which the road is proposed to be laid, must be raised by addition, so as to be some inches above the level of the water.

Having secured the soil from under water, the road maker is next to secure it from rain water, by a solid road, made of clean, dry stone, or flint, so selected, prepared, and laid, as to be perfectly impervious to water: and this cannot be effected, unless the greatest care be taken, that no earth, clay, chalk, or other matter, that hold or conduct water, be mixed with the broken stone; which must be so prepared and laid, as to unite by its own angles into a firm, compact, impenetrable body.

The thickness of such road is immaterial, as to its strength for carrying weight; this object is already obtained by providing a dry surface, over which the road is to be placed as a covering, or roof, to preserve it in that state: experience having shown, that if water passes through a road, and fill the native soil, the road, whatever may be its thickness, loses its support, and goes to pieces.

In consequence of an alteration in the line of the turnpike road, near Rowham Ferry, in the parish of Ashton, near Bristol, it has been necessary to remove the old road. This road was lifted and re-laid very skilfully in 1816; since which time it has been in contemplation to change the line, and consequently, it has been suffered to wear very thin. At present it is not above three inches thick in most places, and in none more than four: yet on removing the road it was found, that no water had penetrated, nor had the frost affected it during all the late winter; and the natural earth beneath the road was found perfectly dry.

Several new roads have been constructed on this principle within the last three years. Part of the great north road from London by Hoddesdon in Hertfordshire—two pieces of road on Durdham Down, and at Rowham Ferry, near Bristol—with several private roads, in the eastern part of Sussex.

None of these roads exceed six inches in thickness, and although that on the great north road is subjected to a very heavy traffic, (being only fifteen miles distant from London) it has not given way, nor was it affected by the late severe winter; when the roads between that and London became impassable, by breaking up to the bottom, and the mails and other coaches were obliged to reach London by circuitous routes. It is worthy of observation, that these bad roads cost more money per mile for their annual repair, than the original making of this useful new road.

Improvement of roads, upon the principle I have endeavored to explain, has been rapidly extended during the last four years. It has been carried into effect, on various roads, and with every variety of material, in seventeen different counties. These roads being so constructed as to exclude water, consequently none of them broke up during the late severe winter; there was no interruption to travelling, nor any additional expense by the Post Office in conveying the mails over them, to the extent of upwards of one thousand miles of road.

Many new roads, and to a considerable extent, are projected for the ensuing season. Some of them are to be assisted by grants or loans from government, and it will be a great saving of property, and enable government to extend their assistance more effectually, if these roads be made in the most approved and economical manner.

The unnecessary expense attending the making of new roads in the manner hitherto practised, is one great cause of the present heavy debt upon the roads of the kingdom. The principal part of the large sums originally borrowed, have been sunk in the useless, and in my opinion, mischievous preparation, of a foundation. This debt presses heavily on the funds of all the roads in England, and, in many cases, absorbs almost their whole revenue in

payment of interest. In Scotland this pressure is still more heavily felt: indeed it is not of uncommon occurrence in that country, for creditors to lose both principal and interest of their loans to roads.

This causes not only a great and unnecessary loss in the first instance, and a deficiency of means for ordinary repair, and maintenance of the roads, but it also discourages the formation of new roads. Were a better and more economical system generally adopted and acted upon, many great additions and improvements of the communications of the country would take place, from which, at present, the landholders are deterred, by fear of the extent of the expense, and the difficulty of obtaining loans of money.

The measure of substituting pavements, for convenient and useful roads, is a kind of desperate remedy, to which ignorance has had recourse. The badness, or scarcity of materials, cannot be considered a reasonable excuse; because the same quantity of stone required for paving, is fully sufficient to make an excellent road any where: and it must be evident, that road materials of the best quality may be procured at less cost than paving stone.

The very bad quality of the gravel round London, combined with want of skill and exertion, either to obviate its defects, or to procure a better material, has induced several of the small trusts, leading from that city, to have recourse to the plan of paving their roads, as far as their means will admit. Instead of applying their ample funds to obtain good materials for the roads, they have imported stone from Scotland, and have paved their roads, at an expense ten times greater than that of the excellent roads lately made on some of the adjoining trusts. Very few of these pavements have been so laid as to keep in good order for any length of time; so that a very heavy expense has been incurred without any beneficial result, and it is to be lamented that this wasteful and ineffectual mode is upon the increase in the neighborhood of London.

This practice has also been adopted in places where the same motive cannot be adduced; in Lancashire, almost all the roads are paved at an enormous cost, and are, in consequence, proverbially bad. At Edinburgh, where they have the best and cheapest materials in the kingdom, the want of science to construct good roads, has led the trustees to adopt the expedient of pavements, to a considerable extent; and at an expense hardly credible, when compared with what would have been the cost of roads on the best principles.

The advantages of good roads, when compared with pavements, are universally acknowledged; the extension of pavement is therefore to be deprecated as an actual evil, besides the greatness of the expense. Pavements are particularly inconvenient and dangerous on steep ascents, such as the ascent to bridges, &c. A very striking example of this may be observed on the London end of Blackfriars Bridge, where heavy loads are drawn up with great difficulty, and where more horses fall and receive injury than in any other place in the kingdom. The pavement in such places should be lifted, and converted into a good road, which may be done with the same stone, at an expense not exceeding ten pence per square yard. This road would be more lasting than the pavement; and, when out of order, may be repaired at less than one-tenth of the expense which relaying the pavement would require.

This method has been adopted with great success and considerable saving of expense, in the suburbs of Bristol, where the pavements were taken up, and converted into good roads, about three years ago.

The advantages of the system recommended is so obvious to common observation in the repair of old roads, and has been practised to an extent so considerable during the last four years, that the minds of most people have become reconciled to it; and objections, founded on old prejudices and suspicion, have given way to experience, but the application of the same principles to the construction of new roads has necessarily been much more limited. It will, therefore, require more liberality and confidence on the part of country gentlemen, and also more patient investigation of the principles on which the system is founded, before they will allow of its adoption on new lines of road. It is to be hoped, however, that the importance of the subject will recommend it to general consideration.

**IMPORTANCE OF RAILROADS.**—The public attention is, at the present moment, powerfully attracted by the importance of Railroads: immense investments of capital have been made, and expenditures far more enormous are contemplated, throughout every

part of the United States, for the construction of these important roads, which are destined to revolutionize the inland commercial intercourse of the civilized world. In a few years they will extend from the St. Lawrence to the Gulf of Mexico, and from the Atlantic to the Mississippi—connecting the extremities of our widely extended republic, and binding our population by links stronger than iron, by lines extending thousands of miles, and thereby promoting our intercourse, facilitating our commerce, and strengthening our means of defence.

Railroads were probably invented by the ancient Egyptians; their origin can be traced to a period of the most remote antiquity. Railways, composed entirely of massive blocks of smooth stone, and adapted to the passage of wheeled carriages, are still in existence in the vicinity of the quarries whence the stupendous stones were extracted which were used in the construction of the pyramids. These roads have been incidentally mentioned by the French and Italian artists who have visited that cradle of the arts; but none of them have hitherto imagined that they were in fact Railways. Their preservation for three thousand years, notwithstanding their exposure to the assaults of time, the havoc of war, and the ravages of barbarians, is remarkable; whilst every vestige of the numerous canals which were constructed by the Ptolemies, or the Caliphs, in Egypt, has long since been obliterated from the face of the earth. In Palmyra and Balbeck, similar Railways still exist; and in the Cyrene, in Africa, long lines of such Railways, composed of stone blocks, may yet be traced for many leagues, connecting the ruins of the once splendid cities which the modern desert contains.

The world is indebted to Oliver Evans, a native citizen of Pennsylvania, for the discovery of their latent and hitherto unsuccessful value and pre-eminent importance. In 1784, he first conceived the idea of his high pressure steam engine, and the application of it to carriages, on common roads, as a locomotive power. He foresaw the superiority, and strenuously urged the adoption of Railways and locomotive engines in lieu of canals, some time before it had entered into the imagination of any other human being. His zealous efforts to promote this favorite scheme, were in advance of the opinions of the age; he attracted no attention, and was charged with insanity for believing in the possibility of effects which are now daily witnessed.—[Baltimore American.]

Projects for opening a passage for ships through the Isthmus of Panama, have been frequently suggested, especially during the last half century. The advantages are confessedly so great in a commercial point of view, that plans for effecting it at their own cost have been entertained in various parts of Europe and America, both by governments and stock companies. By it, a navigation of ten thousand miles round Cape Horn would be saved, and a short safe opening made to the trade of Peru, Chili, and all the western shores of the Americas, and all the islands of the Southern Ocean. The profit to the owners of a pass would be immense, beyond the boundless advantages to the general commerce of the world. An American company now have a canal in contemplation.

The project of a Rail-Road for ships has been started in England, and is urged in a late number of the United Service Journal. The scheme proposes the creation of a joint stock company, of the English holders of Colombian bonds, to enter into an agreement with the Colombian government for the necessary powers. These bonds are now greatly depreciated in England, while in a negotiation with the proper government they would be at par, as well as in the purchase of land labor, and materials. A capital almost lost, there being no prospect of a payment of the loan from the Colombians, would thus be converted into a magnificent source of revenue.

A most important part of the plan is, however, that which looks to the erection of a British Colony there. In order to anticipate any opposition from the United States, it is suggested that a tract of land, either the whole isthmus or such part lying between good natural boundaries, as the lake of Nicaragua on the north, and the river Darien on the south, should be obtained by treaty and "erected into an English colony, independent of the State of Colombia, and dependent on the crown of England." The scheme is ambitious, and from the pecuniary situation of the Colombian government, anxious to build up a future credit with England, by paying off satisfactorily the existing loans, of not improbable success.—[Balt. Am.]



**LOCOMOTIVE ENGINES.**—The Fredericksburg Arena of Tuesday last, observes:

The perfection attained in the construction of Locomotive Engines and the demonstration of the practicability of their application to the common Turnpike are, we think, destined to form an era in the history of Internal Improvement. The investigation into the subject, by a Committee of the House of Commons, has disclosed facts of the deepest interest, and Congress did well last session to order the publication of the report of that committee and the accompanying documents. That Locomotive Engines can be and are managed with the greatest ease—that their speed, on an ordinary Turnpike, is from 8 to 20 miles—that they are perfectly safe—that the cost of transportation by them is much less than by any other means of conveyance, are facts well established by the labors of the Committee.

In view of these things, we understand the President and Directors of the Fredericksburg & Potomac Creek Railroad have determined, for the present, to make a good road, graded to the lowest possible angle, and they have ordered from England a Locomotive Engine of the best construction, to ply upon it between Fredericksburg and the Creek. The road is now under contract, and, we doubt not, the work will be carried on with the greatest energy.

We learn from the foregoing extract, that "Old Virginia" is to be entitled to the credit of the first introduction of steam-carriages upon turnpike or common roads in this country; and it affords us much pleasure to be able to record the fact in her favor. The spirit of improvement appears to be aroused within her borders, and we hope it will be judiciously directed by able and energetic men, who will not suffer it to slumber, until the "Old Dominion" enjoys the benefit of internal improvement which so generally pervades some of the younger members of the Confederacy. There is no State perhaps in the Union better, if so well, calculated for manufacturing purposes as Virginia, above tide water; or that would more liberally compensate the agriculturist, if it were properly cultivated. We most cordially wish them success in the experiment, and would recommend to their attention McAdam's system of road-making, which we think peculiarly appropriate for steam-carriages to run upon. We have been and are now publishing in this Journal, Mr. McAdam's writings upon the subject, which we take the liberty of recommending to the attention of all who feel interested in the subject—and who is there that does not?—of good roads. We should feel greatly obliged to those editors with whom we exchange, if they will give a little attention to—and we are sure they will oblige their readers by—the republication of some of the extracts. Good roads are a convenience to all who travel, or have anything to send to market; and therefore we again repeat, who is not interested in this subject? Mr. McAdam's system is not understood in this country. The practice of placing large stone at the bottom, in a trench below the ordinary surface, is entirely erroneous. The ditch at the side of the road should always be lower than the bed of the road upon which the stone are to be laid; and there should not be a stone in the road exceeding six ounces in weight.

We publish with pleasure the following remarks, knowing them to be very appropriate, and justly merited by the work to which they allude. We have read with much interest, and can cheerfully recommend, Mr. Smith's edition of Mr. Wood's treatise on Railroads. It undoubtedly contains more information upon the subject of Railroads, to which it is devoted, than any other book now before the public, and it should certainly be in the hands of every engineer; and it would be found a very interesting appendage to any library, either public or private.

[From the Nashville Banner, Tenn., July 14.]

In the present age of improvements, when railroads and canals are the order of the day, and when every one feels the importance, as well as practicability, of opening and extending facilities of inter-

course, every source of light upon the subject must be hailed with satisfaction and regarded with attention. We have before us a large octavo volume of 600 pages, recently published in Philadelphia from the second English edition, entitled "A Practical Treatise on Rail Roads, and interior communication in general, containing an account of the performances of the different locomotive engines at and subsequent to the Liverpool contest; upwards of two hundred and sixty experiments, with tables of the comparative value of Canals and Rail Roads, and the power of the present locomotive engines; illustrated by numerous engravings." The original work was by Nicholas Wood, Colliery Viewer. The present edition however contains "many corrections, notes, and additions, also an appendix embracing a detailed account of a number of rail roads in Europe and in the United States." This copious title page furnishes a pretty clear and accurate idea of the entire contents of the volume and presents in a forcible manner its claims to public attention.

In this country, where the construction of rail roads is in its infancy, and where a strong disposition prevails to introduce and diffuse an improvement in the means of internal communication so peculiarly adapted to the situation, wants and resources of our community, such a work must be, to the practical engineer as well as to the statesman and inquirer after valuable truth, a desirable acquisition. The original work of Mr. Wood has a well established reputation. It was the result of much labor and of careful, scientific experiments. It presented a system therefore, deduced from facts, instead of visionary or baseless hypothesis. The present American edition is an improvement on the English original. It embraces additional facts and experiments, furnishes the results of later improvements, corrects some errors arising from limited experience, and includes some explanatory notes and references. The rapid march of improvement during the last half century has been truly wonderful, and in no department perhaps has it been more signal and more practically useful than in the means of transportation. But we have reason to believe that incalculably greater improvement is yet to be made, and perhaps the next half century will exhibit a degree of advancement still greater than the past.

Rail roads, certainly, when properly constructed, constitute the best mode of internal communication. They afford the most expeditious, cheapest, and easiest means of travelling and transportation, and we believe we may add, the safest. We cannot doubt therefore their ultimate introduction and diffusion in every part of our country, and we hazard little in saying that the next generation will use them more freely and more extensively than the present do either canals or steamboats. Every means of information respecting their construction and their advantages is highly important, and we recommend the present work to the notice of the public as calculated to facilitate and expedite the much desired improvement.

**BROOKLYN AND JAMAICA RAIL-ROAD.**—Although but little has been heard of this contemplated work for some time, yet the intention to carry it into effect is not abandoned. We understand a route has been surveyed, and the public will no doubt have a full account of it. The whole stock, which is far beyond any possible cost of the road, has not yet been subscribed. The capital is \$300,000, and \$100,000 is thought to be ample for its construction. We hope, when information is given of the route of the road, and other particulars which have hitherto been required by those who thought of subscribing, that the stock will be taken up, and this important improvement go into effect.—[L. I. Star, August 1.]

**RAILROAD ARRANGEMENT.**—We understand that a Car has been constructed with a view of transposing horses—cattle and stock, on the railroad, to and from the country. Many whose plantations are within a moderate distance of the line of road, will now have an opportunity of visiting their places, and returning on the evening of the same day—an advantage from which they have been heretofore excluded, by the tedious conveyance of common travelling. The Locomotive is at New Summerville at 8 o'clock, A. M. 20 miles from the city and leaves Summerville, at 5 P. M. affording 9 hours time, for travelling, to and from contiguous plantations. This arrangement goes into operation to day.—[Charleston (S. C.) Gazette.]

**RIDEAU CANAL.**—The first raft of boards that has passed through the locks on the Rideau Canal, arrived on Thursday last. It belongs to Mr. Reuben

Sherwood, who is the proprietor of excellent mills on the line of the canal. Mr. Drummond's steamer, laden with flour and pork, left this port for By Town on the 12th, and on Sunday the steamboat "Union" arrived here from the latter place.—[Kingston, U. C. Herald, July 18.]

**THE DELAWARE CANAL.**—This canal continues to be used to some extent. Last week, we understand, the collector at this place received above \$150 toll. Yesterday Captain Able left here with a boat for Philadelphia, loaded with flour.—[Easton Whig.]

The survey of the Cape Fear and Yadkin Railroad was commenced at the banks of the Cape Fear River at Fayetteville, on Monday last.—[Charleston, S. C., Gazette.]

The subject of Steam carriages on common roads is already beginning to attract great attention in this country, and we are afraid, will operate not a little to the disadvantage of our enterprising neighbors at Baltimore, who are so entirely engrossed with Railroads. The Directors of the Fredericksburg and Potomac Creek Railroad Company have determined, for the present, in view of this matter, merely to graduate and level their road, and have sent to England to obtain a steam car to use on it. If this succeeds, a new era will have arrived, and Railroads will be superseded almost entirely. Success, we say, to improvements of all kinds.—[Alex's Gazette.]

**STEAM CARRIAGE.**—A late English paper contains a description of a new Steam Carriage, of an improved construction, but perfect in its machinery and arrangements, which is about to be placed on the road between Birmingham and London. It is intended to test practically the advantages of employing steam carriages upon common roads. The experiment will be tried on a large scale. The Engine is of 100 horse power, and is arranged to propel a carriage like an omnibus, capable of containing forty passengers, and another vehicle for merchandise and baggage, of the capacity of several wagon loads. The Engine is on a new plan, separate from the carriage, with a boiler, constructed of a number of tubes, thus diminishing the chances for mischief by an explosion. The wheels are eight inches wide and perfectly flat, and it is stated by those who have been present at the trials, that they never make ruts in the road. The machine is moved backwards and forwards at the pleasure of the Engineer, and the speed may be regulated at will from one mile to fifty miles, an hour. To avoid a deposit of sediment in the boiler tubes, distilled water alone is to be used.—[Balt. Amer.]

#### MISCELLANY.

##### A PEEP AT NEW ZEALAND.

In this restless, locomotive age, there is no spot unvisited by the traveller's researches; and as the march of mind keeps pace with that of the body, whatever is visited, is described and printed. Among the fancies of a man, under the instinct of perpetual motion, Mr. Augustus Earle, the traveller from whom we are about to offer some extracts, had that of visiting New-Zealand—and our readers shall see what usages he found there. But first let us introduce Mr. Earle himself, as he is described in the London Literary Gazette:

"A rover in heart and soul, he has traversed the globe, as another person might perambulate a village. From 1815, when his brother Captain Earle's and some other interest at the Admiralty procured him opportunities, he visited Sicily and Malta, and many parts of the Mediterranean,—accompanied Lord Exmouth on his first expedition against the Barbary States,—went to see the ruins of Carthage and a little of Libya,—took another turn to Mount Aetna, and thence to Gibraltar,—rambled two years through the United States of America,—afterwards called at Rio de Janeiro, Chili, Lima, and again at Rio; whence proceeding in a worn-out Margate hoy for the Cape of Good Hope, he was thrown upon Tristan d'Acunha, where he was obliged to stay, *volens volens*, having no vessel to enable him to prosecute his erratic rambles, for upwards of six months. A ship, "the Admiral Cockburn, Captain Cooling," at length released him from this island prison; and he engaged himself on a trip to Van Diemen's Land, New South Wales, and New-Zealand. Returning to Sydney, he next, by way of a slight travelling variety, took a look in at the Caroline Islands, paid



his respects at Guam, one of the Ladrões, touched at Manila, left his card with the resident at Singapore, said how d'ye do at Pulo Panang, and stopped awhile at Madras, where fame and fortune attended his practice as an artist. His health, however, having declined, he resumed his locomotive-ness, went down to Pondicherry, and embarked for England by way of France. But it seemed as if his journeying must be extended involuntarily where he did not voluntarily desire to prolong his excursion. The vessel for Bordeaux was obliged to go to, and was condemned at, the Mauritius; and our countryman reached England by a different route."

Having made known the traveller, we now leave him to tell some of his stories. He is in New-Zealand.

"I witnessed a specimen of their summary method of executing justice. A chief residing in the village had proof of the infidelity of one of his wives; and being perfectly sure of her guilt, he took his potoo-potoo (or stone hatchet) and proceeded to his hut, where this wretched woman was employed in household affairs. Without mentioning the cause of his suspicion, or once upbraiding her, he deliberately aimed a blow at her head, which killed her on the spot; and as she was a slave, he dragged the body to the outside of the village, and there left it to be devoured by the dogs. The account of this transaction was soon brought to us, and we proceeded to the place to request permission to bury the body of the murdered woman, which was immediately granted. Accordingly, we procured a couple of slaves, who assisted us to carry the corpse down to the beach, where we interred it in the most decent manner we could. This was the second murder I was very nearly a witness to, since my arrival; and the indifference with which each had been spoken of, induced me to believe that such barbarities were events of frequent occurrence; yet the manners of all seemed kind and gentle towards each other: but infidelity in a wife is never forgiven here; and, in general, if the lover can be taken, he also is sacrificed along with the adulteress. Truth obliges me to confess that, notwithstanding these horrors staring them in the face, they will, if opportunity offers, indulge in an intrigue."

But worse remains behind.

"The New Zealanders have been long charged with cannibalism; but as no person of importance or celebrity had actually been a witness to the disgusting act, in conformity to our nature such relations have been universally rejected, and much has been written to prove the non-existence of so hideous a propensity. It was my lot to behold it in all its horrors! One morning, about eleven o'clock, after I had just returned from a long walk, Captain Duke informed me he had heard, from very good authority, (though the natives wished it to be kept a profound secret,) that in the adjoining village a female slave, named Matowe, had been put to death, and that the people were at that very time preparing her flesh for cooking. At the same time he reminded me of a circumstance which had taken place the evening before. Atoi had been paying us a visit, and, when going away, he recognised a girl whom he said was a slave that had run away from him; he immediately seized hold of her, and gave her in charge to some of his people. The girl had been employed in carrying wood for us; Atoi's laying claim to her had caused us no alarm for her life, and we had thought no more on the subject; but now to my surprise and horror, I heard this poor girl was the victim they were preparing for the oven! Captain Duke and myself were resolved to witness this dreadful scene. We therefore kept our information as secret as possible, well knowing that if we had manifested our wishes, they would have denied the whole affair. We set out, taking a circuitous route towards the village; and, being well acquainted with the road, we came upon them suddenly, and found them in the midst of their abominable ceremonies. On a spot of rising ground, just outside the village, we saw a man preparing a native oven, which is done in the following simple manner:—A hole is made in the ground, and hot stones are put within it, and then all is covered up close. As we approached, we saw evident signs of the murder which had been perpetrated; bloody mats were strewn around, and a boy was standing by them actually laughing; he put his finger to his head, and then pointed towards a bush. I approached the bush, and there discovered a human head. My feelings of horror may be imagined as I recognized the features of the unfortunate girl I had seen forced from our village the preceding evening! We ran towards the fire, and there stood a man occupied in a way few would wish to see.—

He was preparing the four quarters of a human body for the feast; the large bones, having been taken out, were thrown aside, and the flesh being compressed, he was in the act of forcing it into the oven. While we stood transfixed by this terrible sight, a large dog, which lay before the fire, rose up, seized the bloody head, and walked off with it into the bushes; no doubt to hide it there for another meal! The man completed his task with the most perfect composure, telling us, at the same time, that the repast would not be ready for some hours! Here stood Captain Duke and myself, both witnesses of a scene which many travellers have related, and their relations have invariably been treated with contempt; indeed, the veracity of those who had the temerity to relate such incredible events has been everywhere questioned. In this instance it was no warrior's flesh to be eaten; there was no enemy's blood to drink, in order to infuriate them. They had no revenge to gratify; no plea could they make of their passions having been roused by battle, nor the excuse that they eat their enemies to perfect their triumph. This was an action of unjustifiable cannibalism. Atoi, the chief, who had given orders for this cruel feast, had only the night before sold us four pigs for a few pounds of powder; so he had not even the excuse of want of food. After Capt. Duke and myself had consulted with each other, we walked into the village, determining to charge Atoi with his brutality. Atoi received us in his usual manner; and his handsome open countenance could not be imagined to belong to so savage a monster as he had proved himself to be. I shuddered at beholding the unusual quantity of potatoes his slaves were preparing to eat with this infernal banquet. We talked coolly with him on the subject; for as we could not prevent what had taken place, we were resolved to learn, if possible, the whole particulars. Atoi at first tried to make us believe he knew nothing about it, and that it was only a meal for his slaves; but we had ascertained it was for himself and his favorite companions.—After various endeavors to conceal the fact, Atoi frankly owned that he was only waiting till the cooking was completed to partake of it. He added, that, knowing the horror we Europeans held these feasts in, the natives were always most anxious to conceal them from us, and he was very angry that it had come to our knowledge; but, as he had acknowledged the fact, he had no objection to talk about it. He told us that human flesh required a greater number of hours to cook than any other; that if not done enough, it was very tough, but when sufficiently cooked it was as tender as paper. He held in his hand a piece of paper, which he tore in illustration of his remark. He said the flesh then preparing would not be ready till next morning; but one of his sisters whispered in my ear that her brother was deceiving us, as they intended feasting at sun-set. We inquired why and how he had murdered the poor girl. He replied, that running away from him to her own relations was her only crime. He then took us outside his village, and showed us the post to which she had been tied, and laughed to think how he had cheated her:—"For," said he, "I told her I only intended to give her a flogging, but I fired, and shot her through the heart!" My blood ran cold at this relation, and I looked with feelings of horror at the savage while he related it. Shall I be credited when I again affirm, that he was not only a handsome young man, but mild and genteel in his demeanor? He was a man we had admitted to our table, and was a general favorite with us all; and the poor victim to his bloody cruelty was a pretty girl of about 16 years of age! While listening to this frightful detail, we felt sick almost to fainting. We left Atoi, and again strolled towards the spot where this disgusting mess was cooking. Not a native was near it: a hot fetid steam kept occasionally bursting from the smothered mass; and the same dog we had seen with the head, now crept from beneath the bushes and sneaked towards the village: to add to the gloominess of the whole, a large hawk rose heavily from the very spot where the poor victim had been cut in pieces. My friend and I sat gazing on this melancholy place: it was a lowering gusty day, and the moaning of the wind through the bushes, as it swept round the hill on which we were, seemed in unison with our feelings. After some time spent in contemplating the miserable scene before us, during which we gave full vent to the most passionate exclamations of disgust, we determined to spoil this intended feast: this resolution formed, we rose to execute it. I ran off to our beach, leaving Duke on guard, and, collecting all the white men I could, I informed them of what had happened, and asked them if they would assist

in destroying the oven, and burying the remains of the girl; they consented, and each having provided himself with a shovel or a pickaxe, we repaired in a body to the spot. Atoi and his friends had by some means been informed of our intention, and they came out to prevent it. He used various threats to deter us, and seemed highly indignant; but as none of his followers appeared willing to come to blows, and seemed ashamed that such a transaction should have been discovered by us, we were permitted by them to do as we chose. We accordingly dug a tolerably deep grave; then we resolutely attacked the oven. On removing the earth and leaves, the shocking spectacle was presented to our view,—the four quarters of a human body half roasted! During our work clouds of steam enveloped us, and the disgust created by our task was almost overpowering. We collected all the parts we could recognize; the heart was placed separately, we supposed as a savory morsel for the chief himself. We placed the whole in the grave, which we filled up as well as we could, and then broke and scattered the oven."

And when they were gone, the natives disinterred their favorite dish, and ate it; for,

"The next day our old friend King George paid us a long visit, and we talked over the affair very calmly. He highly disapproved of our conduct.—'In the first place,' said he, 'you did a foolish thing, which might have cost you your lives, and yet did not accomplish your purpose after all, as you merely succeeded in burying the flesh near the spot on which you found it. After you went away, it was again taken up and every bit was eaten,'—a fact I afterwards ascertained by examining the grave, and finding it empty. King George further said, 'It was an old custom, which their fathers practised before them; and you had no right to interfere with their ceremonies. I myself,' added he, 'have lost off eating human flesh, out of compliment to you white men; but you have no reason to expect the same compliance from all the other chiefs. What punishment have you in England for thieves and runaways?' We answered, 'After trial, flogging or hanging.' 'Then,' he replied, 'the only difference in our laws is, you flog and hang, but we shoot and eat.'—After thus reproving us, he became very communicative on the subject of cannibalism. He said he recollected the time prior to pigs and potatoes being introduced into the island, (an epoch of great importance to the New Zealanders,) and stated that he was born and reared in an inland district, and the only food they then had consisted of fern roots and kumera; fish they never saw, and the only flesh he then partook of was human."

THE CHOLERA, it has been forcibly said, is the Apostle of Temperance. It is most strikingly so here, for it has dealt death almost without escape to every person it has assailed, who was addicted to the intemperate use of spirituous liquors. So a medical student wrote from Brunn, in Moravia, in November last, when the pestilence was raging there, "the Cholera has here furnished an additional proof of the fallacy of creeds founded on the almanac and the barometer: the bad weather, which has set in, has had no influence upon the disease, but so much the more was it affected by the vintage and the church feasts. Never did the state of civilization, and the nature of a disease, so powerfully concur to render an epidemic a most impressive monitor to men, to rouse them from their fondness for sensual indulgences, and to force them to reflect on what is beneficial to themselves. He who tries the hearts and reins seems disposed for once to try the stomach also. As the English temperance societies send emissaries over the country to preach up a crusade against gin and whiskey, so the cholera, Heaven's own apostle of temperance, is making the tour of the globe; and it will, no doubt, effect a more speedy and complete moral reform, by the cleansing of the *prime vice*, than those foes to spirituous liquors, through the medium of the obtuse brain."

"An observation made every where else has been verified here, namely, that the cholera, in its severest form, proves fatal, almost without exception."

Trifle not with disease and death.—A gentleman who resides in the upper part of the city states, that a man who was employed in making arrangements for the reception of patients in one of the cholera hospitals, sportively stretched himself out on one of the cots and exclaimed, "Here is the first case of cholera." The man some hours after was taken down with the disease, and the next day was a corpse.—[Gaz.]



## NEW-YORK AMERICAN.

JULY 28, 30, 31, AUGUST 1, 2, 3—1832.

## LITERARY NOTICES.

Again, with the exception of the two publications mentioned below, we are without any thing to notice from the press. Literature, business, the pursuits of pleasure, and the pursuits of gain, all seem suspended by the overshadowing presence of the Pestilence which is scourging the nations. At such a season the little work on our table is particularly appropriate. It is entitled—

"THOUGHTS IN AFFLICTION AND BEREAVED PARENTS CONSOLED, TOGETHER WITH SELECT POETRY," N. Y.—David Appleton, Clinton Hall.—The first part of this very neatly executed little volume—"Thoughts in Affliction"—was prepared by the Rev. A. S. Thelwall, of Trinity College, Cambridge, Eng.—and is now, for the first time, reprinted in America. It is the fruit of his own experience in affliction—the record of the consolation he himself sought and found—and it is especially in this character he desires it should be received. The second part is an affectionate Address, by John Thornton, to those mourning the loss of children; and the volume closes with various pieces of Sacred Poetry, carefully selected, by a Clergyman.

THE PROTESTANT EPISCOPAL PULPIT, Vol. II, No. VII.—This number is occupied entirely with a sermon by the Right Rev. Bishop Bowen, on the Office of Deacon in the Church. It is a fine discourse, setting forth with earnestness the high and arduous duties those who dedicate themselves to the Church: ut placing before them upon the evidence of a record that does not lie, the certain and glorious rewards of those who faithfully fulfil their calling.

We annex as german to the spirit and purpose of these notices, which embrace the arts in their survey, the annexed extract from the New-York Mirror on the subject of the Statue of Washington, which Greeneough is to execute for Congress.

[From the New-York Mirror.]

STATUE OF WASHINGTON.—To the polite attention of Mr. Verplanck, we are indebted for a copy of Mr. Livingston's letter to our countryman Greeneough, on the subject of the statue of Washington for the Capitol at Washington City. Every lover of the art of sculpture,—indeed, every lover of real merit of any description, will unite in praise of the discriminating taste displayed by Congress in this measure; and all must acknowledge the great skill and genius of the artist selected, as displayed in the lovely group long exhibited here at the National Academy of Design, under the name of the Chanting Cherubs. We insert Mr. Verplanck's letter, although not sure that it was intended for publication.

"WASHINGTON, July 10, 1832.

Gentlemen:—It is not often that any of the official papers of our statesmen and public men can find an appropriate place in your columns, devoted to taste and literature. I have, however, the pleasure of now sending you an official unpublished letter of our accomplished Secretary of State to our excellent sculptor, Greeneough, communicating to him the resolution of Congress for employing him on a statue of Washington, to be placed in the Capitol. Having been a member of the Committee of Public Buildings, who introduced and carried through this resolution, I was favored with a copy of Mr. Livingston's letter, which I now send you. It is written with the feelings of a patriot, and the taste of a refined judge of art, upon a subject that must interest all who love their country, its fame, and its arts. It cannot, therefore, but be most acceptable to the readers of the Mirror. Your friend and obedient servant,

"G. C. VERPLANCK."

"DEPARTMENT OF STATE,

"Washington, 33d Feb. 1832.

"Sir—I have great pleasure in transmitting to you a copy of a resolution of the House of Representatives, by which they have authorized the President to engage you to execute a pedestrian statue of Washington, to be placed in the Rotunda of the Capitol in this city. The reference in the resolution to the bust by Houdon, was for the purpose of securing a good representation of the features; but it

is presumed it will not restrict you to a servile copy, should the action of the figure, which you are at liberty to choose, require a more animated expression of countenance.

"Accompanying this note is a plan and description of the place in which it is intended to place the statue, that you may be enabled to give the base as well as the figure, the proper elevation.

"The four faces of the base, should you decide on making it quadrangular, may be occupied with bas-reliefs; representing, first, the surrender of Yorktown; second, the resignation; third, the inauguration as President of the United States at New-York; fourth, an inscription.

Should you prefer an octagonal base and pedestal in order to make it more conformable to the shape of the hall, the intervening compartments may be filled with such ornamental sculpture as you may desire; but the square would, it is thought, be the best arrangement, as presenting a larger unbroken surface for your figures; and corresponding, as you will see, to the four entrances into the hall. For the historical bas-reliefs, the pictures of Trumbull may furnish you with the resemblances, and, in many cases, the pictures of the principal actors are preserved in their families, which will readily be furnished to you; but the grouping is left to your taste.

"Although no particular appropriation has been made for your compensation, yet the duty of the President requires that the expense should not exceed that which has been paid for similar works executed by artists of the first reputation; a limit which, he is persuaded, you will not exceed; and an estimate of which he requests you will furnish, as soon as convenient.

"I am very happy, Sir, in announcing to you this proof of the high sense the representatives of your country have of your genius and talent, which, I am persuaded, you will exert in a manner worthy of the subject on which they are to be employed. It is no ordinary task that is confided to you; the remotest posterity of your countrymen, travellers from the most distant regions, will come to study, in your delineation, the form, the features, the character of the man, who, although the successful leader of his countrymen in war, the founder of their free constitution in peace, had the higher title of being first at all times in their affections. When you have impressed on your mind, by a close study of his life and character, the acts and qualities which entitled him to this proud distinction, your imagination will be prepared to give form and expression to the figure that is to represent this rare combination of talent, character, and virtue. If your art, in the words of a kindred spirit, is truly described as that

"Per quam spiritus et vita redit bonis post mortem ducibus," it never had a more appropriate occasion to perform its legitimate functions. Never did a leader better deserve this epithet of good; never was it more important to embody the expression of his virtues; and, by the touch of genius, to restore life and animation to features which, in a very short time, no one living will have beheld.

"Excuse these reflections, which are drawn from me by the nature of the subject, but are not, I am sure, necessary. As an American, you will duly appreciate the importance of your task, and the honor you will acquire by its execution; as an artist, you will feel, better than I can describe, the elevation of mind necessary to a proper conception of the character your chisel is to delineate.

I am respectfully, sir, your obedient servant,

E. LIVINGSTON.

Horatio Greeneough, Esq."

COUNT SURVILLIERS.—The *Courrier des Etats Unis* gives the following account, as we find it translated in the Commercial Advertiser, of the departure for Europe of this eminent person:

"After a residence of sixteen years in this country, M. the Count de Survilliers has removed for some months from the hospitable soil of the United States. Yielding to the last appeal of a dying mother, and the pressing requests of a spouse dangerously ill, he undertakes a voyage which has been for some time determined on, and the term of which we are assured, is limited to the next spring.

"We know that the late events in Paris, of which M. the Count de Survilliers was apprised on the very day he left Bordentown, furnished him with an occasion for expressing himself with the greatest frankness as to the objects and motives of his voyage. Justly proud of the glorious titles of Brother of Napoleon, Uncle of the Duke of Reichstadt, Prince of France, elected by the suffrages and

free will of the nation, he repelled all ideas of plots, anarchy, and civil war; and never would he consent to return to France in the train of a Vendean female Napoleonist. His principles are those of the Emperor—"All for the nation, and nothing but by the nation." His love of country, the popular origin of his elevation, his long experience, his deep study of the admirable institutions of that country, have radiated in him ideas of independence and equality, to realize which would be beneficial, but the triumph of which he would not seek to promote at the cost of a single drop of French blood. A stranger to all personal ambition, he will always follow the line prescribed by duty, and, above all, the happiness and inclinations of the French people.

We have cited the words of the Count as they have been reported to us."

The following notice of the last abode of Buonaparte is from Capt. Mundy's Travels:

"As we turned through the lodges, the old house appeared at the end of an avenue of scrubby and weather worn trees. It bears the exterior of a respectable farm house, but is now fast running to decay. On entering a dirty court-yard, and quitting our horses, we were shown by some idlers into a square building, which once contained the bedroom, sitting room, and bath of the Empereur des Français. The partitions and floorings are now thrown down and torn up, and the apartments occupied for six years by the hero before whom kings, emperors, and popes had quailed, are now tenanted by cart horses! Passing on with a groan, I entered a small chamber, with two windows looking towards the north. Between these windows are the marks of a fixed sofa: on that couch Napoleon died. The apartment is now occupied by a threshing machine;—"No bad emblem of its former tenants!" said a sacrilegious wag. Hence we were conducted onwards to a large room, which formerly contained a billiard table, and whose front looks out upon a little latticed veranda, where the imperial peripatetic—I cannot style him philosopher—enjoyed the luxury of six paces to and fro—his favorite promenade. The white-washed walls are scored with names of every nation; and the paper of the ceiling has been torn off in strips, as holy relics.—Many couplets, chiefly French, extolling and lamenting the departed hero, adorn or disfigure (according to their qualities) the plaster walls. The only lines that I can recollect to mind—few are worth it—are the following, written over the door, and signed "222 222, Officier de la Garde Impériale":

"Du grand Napoléon le nom toujours cité  
Ira de bouche en bouche à la postérité."

The writer doubtless possessed more spirit as a scribe than as a poet. The emperor's once well kept garden,

"And still where many a garden flower grows wild," is now overgrown and choked with weeds. At the end of a walk still exists a small mound, on which it is said the hero of Lodi, Marengo, and Austerlitz, amused himself by erecting a mock battery. The little chunamed tank, in which he fed some fresh water fish, is quite dried up; and the mud wall, through a hold in which he reconnoitred passers by, is, like the great owner, returned to earth!"

The tomb is thus described:—

"About half an acre round the grave is railed in. At the gate we were received by an old corporal of the St. Helena corps, who has the care of the place. The tomb itself consists of a square stone, about ten feet by seven, surrounded with a plain iron railing. Four or five weeping willows, their stems leaning towards the grave, hang their pensive branches over it. The willows are decaying fast, and one of them rests upon the sharp spurs of the railing, which are buried in its trunk—as though it were committing suicide for very grief! The foliage of the rest is thinned and disfigured by the frequent and almost excusable depredations of visitors. Fresh cuttings have, moreover, been planted by the governor, who intends moreover, to set cypresses round the outer fence. Madame Bertrand's immortelles have proved, alas! mortal. The fine tall old corporal who came out from England with the ex-emperor, was full of his praises: 'I saw the general often,' said the old fellow; 'he had an eye in his head like an eagle.'—He described the visit of the French pilgrims to this spot—their Kibla—as most affecting. Some are extravagant beyond measure in their grief; falling on their faces about the railing (which they never enter, as foreigners do,) praying, weeping, and even tearing their hair. Whilst we were there, my friend of yesterday came towards the spot; but when he saw our large, and I fear me, rather unimpressed party, he



turned upwards, and disappeared. After inscribing our names in a book—into which also appropriate poetry as well as ribald nonsense finds its way—we drank to Napoleon's immortal memory in his own favorite spring, and mounting our steeds, spurred towards Plantation House."

O high ambition lowly laid!

### HOME AFFAIRS.

By Capt. Woodbury, of brig Maria Theresa at Boston, from Cronstadt, we learn that Mr. Buchanan, our Minister, arrived at St. Petersburg on the 3d June, in a steamer from England.

**NORTH EASTERN BOUNDARY.**—The National Intelligencer contains the proceedings of the Senate in secret session, relative to the North Eastern Boundary,—the injunction of secrecy having been removed. The proceedings occupied a part of twenty one days. The resolutions, as modified previous to final action on the subject, were as follows:

**Resolved,** That the Senate advise the President to communicate to the British Government that the United States decline to adopt the boundary recommended by His Majesty the King of the Netherlands, as being "suitable, between the dominions of His Britannic Majesty, and those of the United States, because in the opinion of the Senate, the King of the Netherlands has not decided the question submitted to him, touching the Northern and Northeastern boundary of the United States."

**Resolved,** That the Senate advise the President to open a new negotiation with His Britannic Majesty's Government, for the ascertainment of the Boundary between the possessions of the United States and those of the King of Great Britain, on the North-eastern frontier of the United States, according to the treaty of peace of 1783.

The first resolution was rejected by the following vote:—

**Ayes.**—Messrs. Dickerson, Ellis, Grundy, Hendricks, Hill, Holmes, Kane, Marcy, Moore, Robinson, Ruggles, Sprague, Tipton, Troup.—14.

**Nays.**—Messrs. Bell, Benton, Bibb, Brown, Chambers, Clay, Clayton, Dallas, Dudley, Ewing, Foot, Frelinghuysen, Hayne, Johnson, King, Knight, Mangum, Miller, Naudain, Poindexter, Prentiss, Robbins, Seymour, Smith, Tazewell, Tomlinson, Tyler, Webster, White, Wilkins.—30.

The second resolution was adopted as follows:

**Ayes.**—Messrs. Benton, Brown, Dallas, Dickerson, Dudley, Ellis, Grundy, Hendricks, Hill, Holmes, Kane, King, Mangum, Marcy, Robinson, Ruggles, Smith, Sprague, Tazewell, Tipton, Troup, White, Wilkins.—24.

**Nays.**—Messrs. Bell, Bibb, Chambers, Clay, Clayton, Ewing, Foot, Frelinghuysen, Hayne, Johnson, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Robbins, Seymour, Silsbee, Tomlinson, Tyler, Webster.—32.

We publish below the law of the United States for the appointing of Commissioners to superintend the emigration of Indians, &c. The powers granted by this act to the Commissioners are very large.—The gentlemen appointed by the President are, Mr. Roberts Vaux, of Philadelphia, well known in every philanthropic undertaking; Mr. Carroll, formerly Governor of Tennessee; and Mr. Stokes, formerly Governor of North Carolina.

**An Act to provide for the appointment of three Commissioners to treat with the Indians, and for other purposes.**

Be it enacted by the Senate and House of Representatives of the U. States of America in Congress assembled, That the President shall nominate, and, by and with the advice and consent of the Senate, shall appoint three commissioners, who shall visit and examine the country set apart for the emigrating Indians, west of the Mississippi river; and shall, when it is necessary, enter into negotiations with them for the adjustment of any difficulties which may exist in the location of the lands of the emigrating Indians in the boundaries thereof. Such commissioners shall also ascertain and report the proper places of location for such of the tribes and portions of tribes, as may yet wish to remove to that country, and shall transmit to the War Department all the information they can procure respecting its climate, soil, and capacity to support the number of

Indians [who will probably remove to, and reside in it.

Sec. 2. And be it further enacted, That the said commissioners shall be authorized to convene together such of the tribes as may be in a state of hostility, or as may be apparently disposed to commit, or may have committed, depredations or aggressions against others, and to endeavor to arrange the difficulties between them, so that the protection promised to the emigrating Indians by the sixth section of the act of May twenty-eight, one thousand eight hundred and thirty, may be secured to them.

Sec. 3. And be it further enacted, That the said commissioners shall also report to the War Department a plan for the improvement, government, and security of the Indians.

Sec. 4. And be it further enacted, That the said commissioners shall inquire into the mode in which the business of emigration has been conducted, and report any changes which would render the same more economical, or better adapted to the comfort and condition of the Indians.

Sec. 5. And be it further enacted, That in the discharge of their duties, the said commissioners shall be regulated by such instructions as they may receive from the War Department.

Sec. 6. And be it further enacted, That twenty thousand dollars, for the purpose of carrying the provisions of this act into effect, be and the same is appropriated, to be paid out of any money in the Treasury not otherwise appropriated.

Sec. 7. And be it further enacted, That this act shall be in force for the term of two years, and no longer.

Approved, July 14, 1832.

[From the Washington Globe.]

### OFFICIAL.

**DEPARTMENT OF STATE.**—The following information has been received at the Department of State from Peru:—

By a Decree dated February 20, 1832, various articles before prohibited, are declared admissible into the territories of the Republic, subject to duties of importation, viz: wearing apparel made up, boots, shoes, chairs, upholstery, turniture, carriages, thread, leather and segars, subject to a duty of ninety per cent. ad valorem, of which fifty must be paid in silver, the rest in notes.

Barrels of flour weighing less than eight arrobas, (— pounds) each will pay nine dollars duty. "On Cuba and other West India tobacco, sixty dollars a quintal (— pounds.)—Snuff, six reals (75 cents) per lb. Wine in casks, two dollars the arroba—wine in bottles, three dollars per dozen, except Champagne, which will pay six dollars per dozen.

Tallow, one real (12 1/2 cents) per pound. Olive Oil, in barrels, five dollars per lb.; in bottles, four dollars per dozen. Wool and Silk Hosiery, four dollars each. Straw Hats, made in either Europe or Asia, five dollars each.

The following articles are prohibited: coarse wools, flannel and baize, gunpowder, saltpetre, sugar, soap, brandy, rice, vegetables, hogs lard and tallow candles; these may, however, remain four months in the port where they are landed, but if not exported at the end of that time, will be seized, and the owner fined in proportion to their value.

Another Decree declares, that after the first day of March, 1832, Callao shall become a port of Deposit, in which goods may remain four months without paying any deposit duties; after which, those not prohibited may remain 20 months, paying storage, unless their decay should have rendered it necessary to eject them before the termination of that period.

The following official information, in relation to vessels proceeding from countries where the Cholera prevails, to Russia, has been received at the Department of State:—

Upon the arrival of such a vessel in a Russian port, the officer commanding the station, will inspect the ships papers, &c. The surgeon then on duty, will examine the crew. If it be found that no disease resembling the Cholera, has appeared on board during the voyage, the vessel to be forthwith admitted. The same steps are to be observed in ports on the Baltic, with respect to vessels that may have been subjected to quarantine on passing the Sound. Should any case of Cholera exist then, or have existed on board during the voyage, the vessel shall be detained five days, for the purpose of ascertaining that the malady has not spread among the crew.—During this detention no communication shall be permitted between the crew and the land, or with other vessels, without conforming with the regulations prescribed by the quarantine officers.

[From the Missouri Republican, July 17.]

**FROM THE ARMY.**—An express arrived in town yesterday from Gen Atkinson's army, bringing letters from gentlemen attached to the command, from which we learn that the army had arrived at White Water, above the river of the Four Lakes, where the main force of the Indians were embodied, as stated in our former accounts. On the approach of the army, the Indians, it appears, changed their position, and it was supposed had taken shelter in a large swamp, about eight miles from the former encampment, and within a few miles of our army. On the morning of the 7th instant, during a very thick fog, one of the sentinels belonging to the main army, was shot down, and on that day, it was supposed, that if the Indians would stand a battle with the regular troops at all, there would be an engagement. Gen. Dodge, with a strong detachment, had been sent to the opposite side of Rock River to cut off their retreat, and it was expected that a very short time would bring the enemy to a fight or compel them to surrender.

Another letter states, that "the Indians were dispersing in every direction, and that they would not come to a general engagement." This is most probably the case. The regular troops they will never face, and all the fighting (if any) must be done in small skirmishes by the mounted militia.

The United States schooner Porpoise arrived at Norfolk on Tuesday, 24th ult. from St. John's, Porto Rico, having on board the remains of Lieutenant Commandant WILLIAM H. COCKE, who was killed by a shot from the Castle of St. John, while entering that harbor, in March, 1832, in the United States schooner Fox, then under his command.

The Porpoise was despatched on this melancholy errand by an order from the Navy Department, and the remains of Lt. Cocke were to be re-interred with all honor on Wednesday last.

[From the Norfolk Beacon, of July 26.]

**FUNERAL OF LIEUT. COM. WM. H. COCKE.**—Yesterday afternoon the remains of this gallant officer were removed from the U. S. schr. Porpoise, escorted by a large number of officers of the Navy. They were landed at the Market Wharf, Portsmouth, where they were received by the relatives of the deceased, and a body of Marines from the Navy Yard and the vessels of War, row in the harbor, under command of Lieut. McCawley, and were conveyed to the New Burial Ground, where they were deposited with the usual honors. A number of citizens united in this last impressive tribute of respect to the lamented dead.

The funeral service was performed by the Rev. Mr. Wingfield, of the Episcopal Church.

**NAVAL.**—The U. S. schr. Experiment, Lieut. Com. Mervine, anchored off Sewall's Point last evening; officers and crew all well.

[From the Norfolk Beacon of July 24.]

**ARRIVAL OF THE FAIRFIELD.**—The United States ship Fairfield, from the West India station, bearing the broad pendant of Commodore Jesse D. Elliott, arrived in our harbor yesterday, in eight days from Matanzas. In passing the French frigate La Flore, Captain Le Blanc, in Hampton Roads, the Fairfield received a salute of thirteen guns, which was returned with a like number.

We regret to learn that Com. Elliott's health is much impaired by the climate of the West Indies, on which station he has commanded for the last three years. The officers and crew of the Fairfield are in good health.

The Fairfield sailed from Matanzas on the 16th inst. in company with the United States ship Vincennes, Captain Shubrick, for Portsmouth, N. H., and Erie, Captain Clack; parted company with the former 4 days since, in lat. 28, lon. 80, 45,—all well. The Erie would touch at Havana to communicate with Lieut. Com. Boorum of the schr. Shark, and sail immediately after for Boston. The Shark would proceed to the Gulf of Mexico.

The following is a list of the officers attached to the Fairfield:

Commodore—Jesse D. Elliot.

Lieutenants—Samuel Batron, 1st; E. B. Boutwell, 2d; Fred. A. Neville, 3d; E. W. Moore, acting 4th.

Fleet Surgeon—James Cormick.

Purser—Samuel Hambleton.

Lieutenant of Marines—James M'Cawley.

Commodore's Secretary—Thomas Miller.

Assistant Surgeon—Solomon Sharp.



Midshipmen—W. P. Jones, Overton Carr, C. B. Beverly, J. J. B. Walbach, Charles Steadman, H. Norvell, E. W. Stull, M. Lewis, P. W. Humphreys, R. Wainwright, J. J. Forbes, Simon F. Blount, J. W. E. Reid.

Captain's Clerk—George W. Camp.  
Schoolmaster—Junius Hall.  
Acting Boatswain—Ralph Cleghorn.  
Gunner—Thomas Butler.  
Carpenter—John F. Nicholson.  
Sailmaker—Patrick Murphy.

The United States' ship *VINCENNES* arrived at Portsmouth, N. H. on Sunday last.

DETROIT, July 19.

AUTHENTIC FROM THE ARMY.—We are indebted to the politeness of Governor Porter for the following extract of a letter from General Atkinson:

"Head Quarters on Rock River,  
White-Waters, July 9th, 1832."

To Major General Scott,

Commanding the North-western Army, Head Quarters at Chicago:

"As yet the hostile Indians have eluded my pursuit, although I have been for several days within a few miles of a part or the whole of them. The country is so cut up with prairie, wood, and swamp, that it is extremely difficult to approach them. Indeed, many parts of the country for miles are entirely impassable, even on foot.

"We are engaged at this moment in throwing a bridge across this creek, White-water, with a view of getting up with the enemy, who is represented to be only five or six miles before us. Yet, if he chooses, he can easily elude us, by changing his position over ground that our mounted troops cannot pass.

"The Indians are between this creek and Rock river, about ten miles above 'Lake Goosh-we-hawn,' or more properly speaking, the 'Lake we live on,' agreeably to Farmer's map.

"The enemy is represented to be from seven to eight hundred strong, well armed, and provided with powder and ball. My own forces consist of four hundred and fifty regular troops, and about twenty-one hundred mounted volunteers, all fresh from their homes, except the two hundred and fifty under Gen. Dodge who have in part had a little experience. I must try and come up with the enemy to-morrow if possible.

"Since writing the above, the several parties sent out to discover where the enemy is posted, have returned, and we find he has advanced further up the country—probably twelve miles."

DETROIT, July 26.—An express from Chicago arrived in this city three days since, with letters from Major Gen. Scott, commanding the North-western Army, to Governor Porter. We learn that the General has requested the Governor to furnish him a reinforcement of 4 or 500 efficient mounted volunteers, to be organized, armed and equipped according to the act of Congress. To this step he has been constrained by the unexpected and disastrous ravages of the cholera. On his arrival at Chicago, General Scott expected and had depended on a force of not less than 1000 active and efficient men of the regular army, to co-operate with the force already under Gen. Atkinson; but the destroying pestilence having so greatly reduced the number of the brave men on whom he had relied, a requisition of some hundred mounted men became necessary. In consequence of the panic which has spread itself through the country, doubts have arisen with the General as to the expediency of requiring the services of any soldiers who have been recently attacked with the disease; such men being much debilitated, and the fear of contagion powerfully operating on those in health.

Our Governor, with his usual promptness, has at once adopted the necessary measures for the immediate supply of the volunteers called for by General Scott, and has also directed special arrangements to be made for the supply of provisions, and for the health and comfort of those whose services may be enlisted for the campaign.

Appointments by the President, by and with the advice and consent of the Senate.

Stephen Thompson Mason, to be Secretary for the Michigan Territory.

Robert Butler, to be Surveyor of Public Lands in Florida.

James R. Leib, of Pennsylvania, to be Consul of the United States at Tangier.

Alfred Leussant, of Pennsylvania, to be Consul of the United States at Maracaybo, in Venezuela.

Alexander Danouille, of Santa Martha, to be Consul of the United States at Santa Martha, in New Grenada.

Edmund Brandt, to be Consul of the United States at Archangel, in Russia.

John Owen, to be Consul of the United States at Puerto del Principe, in the Island of Cuba.

George Coursault, to be Consul of the United States at Truxillo, in the Republic of Central America.

James James, to be Consul of the United States at La Vera Cruz, in Mexico.

### THE CHOLERA.

Friday, July 27.—The new cases to-day are, in the city at large, 73, and 23 deaths; in the Hospitals 46 cases, 23 deaths; at Bellevue, 3 cases, 5 deaths.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 89—of which 63 were from Cholera.

BROOKLYN.—The Board of Health reported yesterday 15 new cases of Cholera, and 4 deaths.

Case of Cholera in North Brookfield, Mass.—Mr. Harwood, merchant of New-York, died at the above place on Friday last, with all the symptoms of the spasmodic Cholera.

PHILADELPHIA, JULY 26th, Noon.—There has been no case of Malignant Cholera reported to the Board of Health for the last 24 hours.

ALBANY, JULY 25, 5 P. M.—New cases 29—of which 18 are severe. Deaths 7.

Saturday, July 28.—The new cases to-day are, in the city at large, 93, and 37 deaths; in the Hospitals, 49 cases, 26 deaths; at Bellevue, 1 case, 1 death at Harlem, 2 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 98—of which 70 were from Cholera.

Dr. Neilson of the Sixth Ward, has sunk under the disease; and by the Standard of this morning we learn that Dr. Gilbert Horton, "who left the city on Thursday, to supply the place of the late Dr. Arnold—was taken at 1 o'clock, and died at 9 A. M., yesterday. He was an amiable man, and has fallen a victim to his zeal in the cause of humanity at this perilous crisis. As he arrived at 6 P. M. on Thursday, at Yorkville, he doubtless carried the seeds of the disease with him."

In mentioning the death of Dr. Arnold, we erroneously spoke of him as having served in the 6th Ward—that error is corrected in the annexed communication which, coming from an authentic source, presents in a most striking point of view the labors of two men, whom it well calls "martyrs in the cause of humanity."

To the Editor of the New-York American:

Sir:—You were mistaken in assigning the Sixth Ward as the scene of Dr. Arnold's indefatigable labors: it should have been the Twelfth Ward. He lived in the family of the late Rev. G. L. Hinton, who collected all the information respecting the treatment of the Cholera in the first stages; as he thought, in case the disease visited Harlem, his advice, from the circumstance of his living in the same house with the Doctor, in case of his absence, would be asked. When the calamity attacked the inhabitants, calls came for the Doctor from every quarter. He was unable to attend to all;—and Mr. Hinton felt as if duty called him to supply his place. He went forth with directions from the Doctor, how to administer to the sick, and a message from his God, to console the dying. From house to house they went, not sparing themselves, but making an effort to visit all, without respect to station; until, absolutely exhausted, they died martyrs in the cause of humanity.

The Rev. Mr. Hinton's child sickened on Tuesday morning, 24th inst. at half past 7 o'clock, and died at 1 o'clock. Mrs. H. sickened at 12 o'clock, and died at 1 o'clock in the morning. Mr. H. sickened at 9 o'clock in the evening, and died at 4 o'clock in the morning of the 25th. Dr. A. sickened at 5 o'clock the same day, and died the next day at 10 o'clock.

What has the heroism of the battle field—we do not say to surpass, but to equal, such self-devotion as this simple narrative records? What has life, ignominiously saved by a dereliction of duties, to compensate for the unsfading glories, and—can it be

presumptuous to say—the certain and eternal rewards, of such a death?

BROOKLYN, July 27.—Thirteen new cases and 7 deaths.

JERSEY CITY, July 27.—Up to 9 o'clock this morning, there had been seven cases of cholera, four of which had proved fatal. Among the latter is Jacob Liming, who has left a widow and nine children. Liming was engaged as a deputy to Col. Dodd, the Mail Agent, and conveyed the great Southern Mail between New-York and Jersey.

PHILADELPHIA, July 27th, noon.—There have been two cases of Malignant Cholera reported to the Board of Health, in Hospital station No. 4, Third street, above Brown, N. L.

ALBANY, July 26, 4 P. M.—New cases of epidemic cholera 32, of which 20 are severe; deaths 7.

ROCHESTER, JULY 24, 4 P. M.—The Board of Physicians report two more cases of Epidemic Cholera; one in the south part of St. Paul street; the other in the north part of State street; both females, and still under treatment.

BUFFALO.—July 22, the Board of Health reported 6 new cases and 1 death; on the 23d, 6 new cases and 2 deaths. Number of cases from the beginning, 27—deaths 9. The brick house in the ravine, called the M'Hose House, on Niagara street, has been taken by the Board of Health as a public hospital.

AVON SPRINGS.—A report has been circulated, that a case of Cholera has been at these Springs. No such case has existed there.—[Buffalo Journal.]

Sunday, July 29.—The new cases to-day are, in the city at large, 61, and 19, deaths; in the Hospitals, 58 cases, 15 deaths; at Bellevue, 1 case, 2 deaths; and at Yorkville, 2 cases, 3 deaths.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 107—of which 85 were of cholera.

Monday, July 30.—In the city at large, new cases 62, deaths 14; City Hospitals, cases 35, deaths 19; at Bellevue, cases 3, deaths 3; at Yorkville, cases 3, deaths 3.

The interments for the twenty-four hours ending at 8 o'clock, this morning, were 81—of which 47 were from Cholera.

BROOKLYN, July 28.—New cases 23, deaths 9.

July 29.—New cases 23, deaths 7.

PHILADELPHIA, July 28th, noon.—There have been 6 cases of Cholera reported to the Board of Health, and 4 deaths.

July 29, noon.—New cases of Cholera 6, and 1 death.

ALBANY, 27th July, 4 P. M.—New cases of epidemic Cholera, 40, of which 27 are severe—deaths 11.

CHOLERA AT SYRACUSE.—By the Onondaga Standard of Wednesday last, we learn with regret that some thirty cases of "well-marked cholera" had occurred there from the 15th, of which ten terminated fatally. Several of the fatal cases were among the salt-boilers. The pastor of the Baptist Church, Mr. Gilbert, was among the victims; his wife and children were also attacked, but recovered.

In addition to the foregoing, (says the paper,) a young man from New-York, who left that city on Saturday, on account of the disease, arrived here in the Telegraph stage between 11 and 12 on Monday, and stopped at the Syracuse House, laboring under an attack—died at 8 o'clock the same evening.

ON THE ERIE CANAL.—Mr. J. Baker, (says the Utica Observer of the 24th,) captain of the Western Barge, a line boat, we understand was taken sick of the Cholera on Sunday morning last, and died at 2 o'clock in the afternoon, about 6 miles east of this city. A captain of another boat died near Herkimer on Friday last; a captain of a boat from the east also died at Whitesboro' one day last week, supposed of cholera. [The Western Barge arrived at Pittsford on Tuesday, having buried the Captain and a passenger that morning, and having one dead body on board and two persons sick.]

SCHOHARIE, July 23.—One fatal case, eight miles from this village. The unfortunate subject was a Mrs. Broom, aged 35. She arrived at her father's, from Albany, eight days previous, in good health. She was attacked with the symptoms of cholera in the severest form, at about 4 o'clock in the evening, and died in six hours.

Boston, July 17.—The following letter was received this morning from the Resident Physician:

Quarantine, July 27, 1832.—Friday,  
To the Hon. Mayor and Aldermen: I have nothing to report this morning, but the good health



of every person at the Island. Very respectfully, and obediently, &c.

P. S. The schooner Mail, Loring, master, from New York on Sunday, has just arrived, having on board 27 passengers. Bradford Drinkwater, of Portland, supposed to be about 40 years of age, sickened on Wednesday morning last, and died at 3 o'clock in the afternoon of the same day. I am informed that he had a severe diarrhoea, vomited, and before death spasms. The crew and passengers appear to be in good health. Respectfully, &c.

J. V. C. SMITH.

NEWPORT.—The Rush Light, Capt. Scott, from Newport, yesterday, brought the distressing intelligence of the appearance of two cases of Malignant Cholera in that town. The victims were two respectable females of Newport, recently from New York in a packet. We understand they had performed quarantine eight days. No other cases had been reported when the Rush Light left Newport.

The names of the two deceased girls, were Howell and Peckham.—[Providence Journal.]

[From the Providence American of Friday.]

It will be seen by the following letter from Bristol, that a case of Cholera has occurred there. The deceased was a passenger in the sloop Hero, the same vessel from which the ladies who died at Newport were landed. We also learn that a lady, (Mrs. Chase) another passenger in the Hero, and mother of the wife of the gentleman named below, who was landed at Portsmouth, was seized with the Cholera on Thursday morning, and before night expired.—

"BRISTOL, July 27.

"I much regret to inform you that a case of the Cholera has occurred here. A young man of this town, Mr. Pearce Bowen, who left New York ten days since, and quarantined at Newport eight days, arrived here yesterday morning, was taken ill at half past 2 P. M. and died this morning about 5 o'clock. He was a very worthy young man, and strictly temperate in all his habits. No other case is known to exist here.

Tuesday, July 31.—New cases in the city at large 59, deaths 23; at the City Hospitals, 52 cases, 20 deaths; at Bellevue, 1 case, 3 deaths; at Yorkville, 3 cases, 1 death; and at Harlaem, 6 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 78—53 of which were from Cholera.

BROOKLYN, July 30.—New cases 13; death 4.

PHILADELPHIA, July 30, noon.—New cases of Cholera for the last 24 hours, 15; deaths 7.

STATE PRISON, Mt. Pleasant, July 27.

July 26, total on sick list 256, cholera remaining 28, new cases 8, dead 5. July 27, total on sick list 240, cholera remaining 30, new cases 13, dead 5.

One case of cholera in the village to-day. All the cases of cholera yesterday were of the most malignant kind. Several died in from 6 to 12 hours.

Among the dead is the noted Stevens, who was convicted for forgery of Messrs. Howlands' check, for which Redmond was arrested.

ALBANY, July 28.—New cases of epidemic Cholera 28, of which 16 are severe; deaths 18.

July 29, 5 P. M.—New cases 35, of which 22 are severe; deaths 17.

GREENBUSH, July 29, 8 A. M.—The spasmodic cholera has appeared here with some degree of severity. Within the last 48 hours the physicians report seven cases; deaths 1.

LOCKPORT, JULY 24.—The Cholera made its appearance in this village on Friday last, and from the reports made by physicians to the Board of Health, down to last evening, it appears that there have been 17 cases and 4 deaths. There are no cases now remaining. Much alarm was excited for several days but it has in a great measure subsided, and it is generally believed that the disease has disappeared.

FROM CHICAGO, we have seen a letter of 16th, stating that no new cases of Cholera had occurred among the troops, and but few deaths. Another officer, however, Lieut. McDuffie, had perished. Capt. Galt was convalescent. Col. Werth and Lieuts. Monroe, and De Hart, were, on their return, still feeble, but not ill. Gen. Scott was in perfect health.

Wednesday, Aug. 1.—The new cases to-day, are in the city at large, 47, deaths 13; at the City Hospitals 39 cases, 24 deaths; at Bellevue, 4 cases, 3 deaths; Yorkville, 5 cases, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 78—of which 58 were from Cholera.

BROOKLYN, July 31.—New cases 7; deaths 4.

NEWARK, July 31.—By the report it appears that 10 cases of cholera and 6 deaths have occurred in this town within the last week.

ELIZABETHTOWN, JULY 31.—The Board of Health report five new cases for the week ending on 30th, and three deaths. They all occurred in a confined location, near the creek.

PHILADELPHIA, July 31st, noon.—New cases for the last 24 hours, as follow:—Alms-House, 5 cases, 2 deaths. Private practice, 5 cases, 2 deaths. Hospitals, 9 cases, 5 deaths.—Total new cases, 19; total deaths, 9.

BALTIMORE, says the Chronicle of yesterday, has been so far spared; but we have little reason to hope for entire exemption. We must therefore prepare to encounter it with fortitude and resignation.

STATE PRISON AT SING-SING, July 31.—16 new cases since yesterday at noon, and 2 deaths. Remaining on 30th, 52.

POUGHKEEPSIE, August 1.—The board of health have reported two deaths by malignant cholera since Wednesday last. They occurred in Water street, near the river, about half a mile from the centre of the village. This makes six deaths that have occurred in this town by the cholera in a period of three weeks.

ALBANY, July 30.—New cases of epidemic cholera 26; deaths 10.

TROY, JULY 30.—There have been reported for the four days since two o'clock, July 26th, 7 new cases, and 6 deaths.

BUFFALO, July 27.—The report this day shows 15 new cases of cholera and 4 deaths in this city, in the 24 hours ending this day at noon.

SAG HARBOR, JULY 28.—Captain Beckwith arrived here about 9 o'clock on Sunday last; he was attacked with the diarrhoea while on his passage, about 3 o'clock on Sunday morning; he was taken with the spasms and cramp about 3 o'clock, P. M. all which left him at about 7, when he appeared to be mending, until the typhus set in on Tuesday morning—he died at 6 o'clock Wednesday morning.

There was another vessel from the city which arrived the same day at North-sea, (about 7 miles from this place,) with a number of passengers, one of whom, Phoebe W. Jennings, daughter of Paul Jennings, a young woman of about 20, was unwell on the passage, but it was supposed to proceed from sea-sickness; at 7 or 8 o'clock on Monday morning, she was taken with vomiting, cramps, &c. and died at 7 or 8 o'clock, P. M., same day.—[Corrector.]

MONTREAL.—New cases from the 20th to 21st, 20, deaths 17; from 21st to 22d, new cases not ascertained; deaths 23. A letter from Messrs. H. Gates & Co. dated Montreal, July 24, says:—"We regret to state that there is some increase of cases of cholera here, and that they generally prove fatal."

The Cholera in Portsmouth and Norfolk.

To the Editors of the Baltimore Commercial Chronicle:

"A disease, which the physicians do not hesitate to pronounce to be the genuine Asiatic Cholera, has made its appearance in Portsmouth. The deaths from Tuesday last, up to yesterday (Sunday), were twenty-one, principally confined to the black population, eighteen of that description; one white man, Mr. Thomas, a carpenter, who was just recovering from an attack of diarrhoea, imprudently drank freely of iced liquors while overheated;—a man named—Crosbie, an habitual drunkard, and a marine at the barracks; habits unknown. Several of the blacks were very old and debilitated, and had no physician, so that they died of cholera, though they were hurried off in 5 or 6 hours. In most of the cases, there were some predisposing causes, such as intemperance or debility, or some act of imprudence, as in eating deleterious food, which might have proved fatal as well with, as without, the presence of the epidemic. It is remarkable that so fearful an attack of disease should have been made in so proverbially healthy a place as Portsmouth."

Of the blacks who have died, three belonged to Mr. David Reynolds, the proprietor of the Globe Inn, and two others to a Mr. Burke, adjoining. The deaths in Portsmouth, by cholera, have been, on Tuesday 3; Wednesday 5; Thursday 6; Friday 2; Saturday 3; Sunday until noon 4. Other cases exist. My letters are silent with respect to the supposed origin of the disease. Yours, &c.

Baltimore, July 30.

W. G. LYFORD.

Thursday, Aug. 2.—The new cases in the city at large, to-day, are 47, and 14 deaths; at the City Hospitals, 24 cases, 17 deaths; and at Bellevue, 0 cases, 0 deaths; Harlaem, 9 cases, 2 deaths; Yorkville, 1 case, 1 death.

The interments for the twenty-four hours ending at 8 o'clock this morning, were 81—of which 56 were from Cholera.

BROOKLYN, August 1.—Thirty-five new cases, and eight deaths. Total number since commencement, 227 cases, 82 deaths.

August 2.—The report to-day is 15 cases and 4 deaths.

PHILADELPHIA, AUGUST 1, NOON.—Report for the last 24 hours: new cases 21, deaths 8.

PATERSON, N. J.—The authorities have issued a notice, prohibiting, for the present, all strangers from lodging in the place. But two cases of Cholera have occurred there, and in both instances the subjects were from New York.

SOMERS, WESTCHESTER COUNTY.—There has been two cases of Cholera at Somers, both of which proved fatal. The first was a stranger, who died on Sunday. On Monday the lady of Gen. J. Brown sickened and died. We learn that the clothes of the first person who died were burnt in a field, and that a Mrs. Wright was taken sick from the effects of the effluvia.

In ANGRAM there have been 10 cases of the Cholera, and 4 deaths. The names of the deceased are, Mrs. Susan Montgomery, from New York, Mr. Charles Turner, John Myers, and Myers Knickerbocker.

ALBANY, JULY 31—4 P. M.—New cases of cholera 29; deaths 6.

The Cholera reports from Albany, for the month of July—the first case being on the 3d July—present this result: 387 cases, 136 deaths.

GREENBUSH, JULY 31, 8 o'clock A. M.—For the last 48 hours the physicians report eight new cases of epidemic cholera, and three deaths.

ROCHESTER.—Up to the 28th ult. there had been 22 cases and 6 deaths, of cholera.

BUFFALO, July 28.—The reports show 8 new cases of Cholera and two deaths within the city, for the 24 hours ending this day at noon.

NORWALK, July 31.—Since Thursday last four cases of Malignant Cholera, three of which have proved fatal, have occurred among a family of blacks residing in the cellar, or basement story, of an old building on the west bank of Saugatuck river. The first case was that of a woman who arrived from New York on Wednesday, and died on Thursday night. A man named George Husted died on Sunday morning, on the east side of Saugatuck river, of Rum Cholera. Two cases of Cholera have also occurred at Wilton within two or three days, in a discolate family.

MONTREAL, July 28.—We are not able to announce any perceptible diminution of the mortality in our city, since we last went to press. The following is the report of the Board of Health:—New cases of Cholera reported from 22d to 23d July, at 8 P. M., 28—deaths in same period, 23; from 23d to 24th July, cases 17—deaths 12; from 24th to 25th July, cases 29—deaths 20; from 25th to 26th July, cases 19—deaths 15.

THE CHOLERA is spreading through our country. In Philadelphia the cases slowly but regularly increase. Baltimore is yet exempt; but it appears to have jumped, with one of its capricious bounds, to Norfolk and Portsmouth, Va.

Its havoc among the black population of the southern states is, we fear, likely to be great.

BOARD OF HEALTH, JULY 31, 1832.

Alderman Rhinelander presented the following, which were adopted and directed to be published:

Resolved, That the Mayor be requested to return the thanks of this Board to the Board of Health of Quebec, for the distinguished manner in which the New-York Commission was received by them; and that the President of the Quebec Board of Health be requested to communicate to the Physicians of Quebec the high sense which this Board entertain of the facilities which were placed at the disposal of the New-York Commission.

Resolved, That the Mayor return the thanks of this Board, through the President of the Board of Health of Montreal, to the Physicians of Montreal, for the great kindness and attention which the New-York Commission received while in that city.

J. MONTOM, Secretary.



## VARIETIES.

**Censorship of the Press in Austria.**—Austria, which has never recognized a real freedom of the press since the time of Joseph II., exercises not only a more rigorous censorship over the press than any other State of the German Confederation, but also a less tolerant police with respect to reading. The censor is to take into consideration not only the illegal or immoral contents of the work, but its object and tendency, and even the goodness, the scientific or intellectual value of the MS. If he finds it contrary to the law, he pronounces a *Non admittitur* over it; if he merely considers it as unworthy of being printed, he sentences it by a *Typum non meretur*. An *admittitur* is pronounced when he has no objection whatever to make to it; it is only in this case that it can appear with the name of the place in the Austrian dominions in which it is printed. Many an *admittitur*, however, allows indeed the printing of the MS.—but either without naming any place of publication, or a fictitious name of some place abroad. Toleratur allows the MS. to be printed and announced in the catalogue of books, but not to be advertised in the news papers. Compilations and the like, though their contents may be quite unobjectionable, are to be treated with the greatest strictness; above all, political writings. Duplicates must be delivered of every MS.; one copy is kept back, that it may be compared with the printed copy. The censorship with regard to permission to read has four degrees. *Admittitur* allows a work to be publicly sold and advertised in the newspapers. *Transeat* allows it to be publicly sold but not advertised. *Erga Schedam* allows it to be sold only to literati and people in business, who sign an acknowledgment in writing; but the list of the purchasers is to be laid before the Emperor himself every three months. *Dampatur* puts an extinguisher on it at once.

**The Niger.**—In a late number of the *Montrose, Arbroath, and Brechin Review* newspaper, there is an interesting letter on the subject of the Niger, from a medical officer on board his Majesty's ship *Dryad*, to a gentleman in Arbroath, which, as tending to throw further light on the discoveries of the *Landers*, we have much pleasure in copying:—"The river Num, you will perceive on examining the map, is situated among a cluster of other rivers, a little to the eastward of Cape Formosa, which forms the eastern boundary of the Bight of Benin. From some circumstances which occurred, I was induced to make a few inquiries concerning the termination of these rivers, and have ascertained, by the most unquestionable evidence, what I doubt whether the *Landers* are aware of, that all the streams which fall into the sea from Cape Formosa to the old Calabar river inclusive, are united together by cross branches and intermediate streams at no great distance from the sea, and that, consequently, they may all be said to be mouths of the Niger. Such a fact is interesting, and the following are some of my proofs: The extreme flatness of the country, and the numerous streams which may be seen to intersect it in all directions, even by ships landing close to the shore; the frequent and well known arrival at the river Bonny of canoes from Duke Ephraim (a chief of the old Calabar river) by some inland branch, without even seeing the ocean; the frequent arrival also of canoes from the Num at the Bonny by a similar means; and the statements of some of the most intelligent natives, who assure me that there is a great inland trade in slaves, ivory, palm oil, and British manufactures, carried on through the medium of these streams uniting the principal rivers."

**Banks of the Rhine.**—The ancient fable of the mountain spirit of Rodenstein is again revived. A German Journal contains the following letter:—"From the Odenwald, March, 1832. The belief that there will be war in the German empire in the course of this year has become a certainty in the mouths of the lower classes of the inhabitants of the Odenwald; and this certainly is not founded on the complicated state of political affairs, but on a circumstance which, in the opinion of these people, admits of no dispute. It seems that in the course of this month the mountain spirit went from the well-known ruined Castle of Rodenstein to the mountain called *Schnellertsburg*, which is about a league and a half distant. Many inhabitants of the little village of Eberbach, at the end of which stand the ruins of the Castle of Rodenstein, in a wild romantic spot, and on a moderate eminence, surrounded by woods, heard, in the first days of this month, in the afternoon, a great noise in the air, as of the rumbling of wagons, cracking of whips, barking of dogs, the

sound of horns, the clash of arms, &c. which seemed to approach them. In vain did they strain their eyes to discover something which might account for what they heard. The noise, which was at first so near and loud, passed over and gradually grew fainter, till it died away in the distance. It may be easily supposed what a sensation this noise, heard by so many persons, must have made in this country, when we recollect how many stories about the mountain spirit of Rodenstein are current among the people. It is accordingly universally believed now, that as the spirit of the mountain has gone forth, a bloody war will certainly ensue.—[Literary Gaz.]

**Spanish Heroism.**—Lorenzo Teyteyro, an inhabitant of Granada, who had performed the dangerous service of communicating intelligence to the nearest Spanish General, was discovered, and might have saved his life if he had named the persons through whom the communication was carried on; but he was true to them as he had been to his country, and suffered death contentedly. The other instance was attended with more tragic circumstances. Captain Vicente Moreno, who was serving with the mountaineers of Ronda, was made prisoner, carried to Granada, and there had the alternative of suffering by the hangman, or entering into the intruder's service. His wife and four children were, by the General's orders, brought to him when he was upon the scaffold, to see if their entreaties would shake his resolution; but Moreno, with the courage of a martyr, bade her withdraw, and teach her sons to remember the example which he was about to give them, and to serve their country, as he had done, honorably and dutifully to the last. This murder provoked a public retaliation which the Spaniards seldom exercised, but, when they did, upon a tremendous scale. Gonzalez, who was a member of the Cortes for Jaen, had served with Moreno, and loved him as such a man deserved to be loved; and by his orders seventy French prisoners were put to death at Marbella. So wicked a system as that which Bonaparte's generals unrelentingly pursued could nowhere have been exercised with so little prospect of success, and such sure effect of calling forth a dreadful vengeance, as among the Spaniards. Against such enemies they considered all means lawful; this was the feeling not here alone, but throughout the body of the nation; the treacherous commencement of the war on the part of the French, and the systematic cruelty with which it had been carried on, discharged them, they thought, from all observances of good faith or humanity towards them; and upon this principle they acted to its full extent. The laborer at his work in the fields or gardens had a musket concealed at hand, with which to mark the Frenchman whom ill fortune might bring within his reach. Boys, too young to be suspected of any treachery, would lead a party of the invaders into some fatal ambushade: women were stationed to give the signal for beginning the slaughter, and that signal was sometimes the hymn to the Virgin! Not fewer than 8,000 French are said to have been cut off in the Mountains of Ronda. There, however, it was more properly a national than a guerilla warfare; the work of destruction being carried on less by roving parties than by the settled inhabitants who watched for every opportunity of vengeance.—[Southey's Peninsular War.]

**Extraordinary Compact.**—The following curious account is extracted from a paper by Mr. Dalton:—"During my detention in Borneo, altogether nearly fifteen months, I experienced much attention and kindness from many Diak chiefs, particularly from Seljio, who I was some months with. Indeed I was always of opinion that I was unsafe elsewhere. Being the first European he had ever seen, we no sooner met than I informed him, through an interpreter (as he could not speak a word of Malay), that I had come on the part of the Europeans to make friends with him; and trusted he and his people would do me no harm. I mentioned this at once, fearing the Sultan of Coti had given some previous orders by no means favorable towards me. Seljio replied that he was incapable of such an act; but for our future good understanding, it was proper that his followers should know on what footing we were and he therefore requested I would make *sabat* with him. On my gladly consenting, he went in person, and struck a spear into the ground above his father's grave. This being the signal for a general assembly, each of the chiefs sent a person to know the rajah's pleasure: it was, that every warrior should assemble around the grave by twelve o'clock the next day. Some thousands were present; a platform of bamboo was raised about twelve feet above the grave, and on this Seljio and I mounted,

accompanied by an agi or high priest. After some previous ceremony, the agi produced a small silver cup, which might hold about two wine-glasses; and then, with a piece of bamboo made very sharp, drew blood from the rajah's right arm. The blood ran into the cup until it was nearly full; he then produced another cup of a similar size, and made an incision in my arm, a little above the elbow, and filled it with blood. The two cups were then held up to the view of the surrounding people, who greeted them with loud cheers. This agi now presented me with the cup of Seljio's blood, giving him the other one with mine. Upon a signal, we drank off the contents, amidst the deafening noise of the warriors and others. The agi then half filled one of the cups again from Seljio's arm, and with my blood made it a bumper; this was stirred up with a piece of bamboo and given to Seljio, who drank about half; he then presented the cup to me, when I finished it. The noise was tremendous. Thus the great rajah Seljio and I became brothers. After this ceremony I was perfectly safe, and from that moment felt myself so during my stay among his people. Drinking the blood, however, made me ill for two days, as I could not throw it off my stomach. The rajah took his share with great gusto, as this is considered one of the greatest ceremonies, particularly on this occasion, between the great rajah and the first European who had been seen in this country.—[Singapore Chronicle.]

**An Irish Court of Law.**—(From Sir J. Campbell's *Memoirs*.)—At Galway, the first time Judge Hill went the Connaught circuit, he had the advantage of reporting a maiden assize. He was fresh from England, and, although doubtless an excellent lawyer, was not yet acquainted with the character of the people among whom he was now to administer the law, which he understood so well in the abstract. When he had taken his seat on the bench, he delivered a very eloquent address to the grand jury on the state of the calendar. A guard of honor had attended him, as the king's representative, on his arrival in the town, and, as was the custom at the period, did duty about his person so long as he remained. In those parts of the country it had also been customary to surround the session-house with a guard during the sitting of the assizes, and none of the usual honors were withheld from the new English Judge on his first appearance among us. He had scarcely concluded his address, however, when he turned round to me, and asked, in a tone of becoming authority, "What mean those soldiers?" I was unwilling to say to him in the open court that they were, in some measure, intended for his own protection, so I answered that they had been ordered out to do him honor, and to protect the administration of the law. He then desired me to send them away, observing, with true English feeling, that he would have no soldiers near a court of justice, and that the law must protect itself. The guard was under the immediate command of Capt. Butler, an excellent officer, and a pleasant young man, of the Kilkenny family, who received the order I gave him with a look and a leer, which told more plainly than words how well he appreciated the consequence. Immediately on the removal of the guard, a bustle was observed outside the session-house, but it was ascribed to the crowd moving off with the soldiers. When the noise had subsided, the Judge desired that the prisoners might be called in. On this there was some demur, and the gaoler having made his appearance, was interrogated as to the cause of the delay. The man replied that he had brought the prisoners from the gaol to the door of the session-house, where he had left them in charge of the officers of the court. The first on the list was then summoned to appear, but an answer of *non est inventus* was immediately returned. At this the Judge was very wroth with his officers, and saying that he would have it inquired into, he desired the next prisoner to be called; but the same answer having been returned in succession for Teddy O'Marsh, and Finty O'Flynn, and the whole list of culprits, the Learned Judge was forced to admit that, in the wilds of Connaught, the supremacy of the law stood in need of some subordinate aid for its protection.

**Public Records.**—In an account of public records of Great Britain, &c. by C. P. Cooper, Esq., appears the following statement:—"An association was lately attempted to be formed for the purpose of printing documents illustrative of history. The trial of Lord Scrope, Bolton, and Sir Robert Grosvenor, in the reign of Richard the Second, in a contest for armorial ensigns, was selected for the purpose. Application being made to the Tower for a transcript, it was ascertained, that, notwithstanding



ing the motive was simply to give the world a document of a very interesting nature, with the view of illustrating the period to which it relates; that from its peculiar character, it was impossible it could ever be required for a legal object, and hence was, in fact, of no use whatever, excepting the purpose to which it was wished to apply it; and that so far from any individual gaining by its publication, it was to be edited gratuitously, the applicants were informed that the full fees must be paid, that is, one shilling for every folio containing 72 words," and "the sum of one hundred and eleven pounds has been paid," accordingly, "the price per sheet is more than £5, being a higher remuneration than historians usually receive for an original work."

**Goethe and Lord Byron.**—(From a biographical notice of the former in the "Monthly Repository.")—Among the rising generation of poets, none seem to have interested him (Goethe) so much as Manzoni in Italy, and our Lord Byron. At first, indeed, though he acknowledged the power, he was repelled by the personality, of the noble poet, and pronounced a significant word of him, which certainly implies no love. "This poet," he said, "who seems to be inspired with the *genius of pain*." The later writings of Byron had, however, conquered his first aversion, and before his Lordship's death they exchanged civilities by letter. Lord Byron dedicated his "Werner" to the illustrious Goethe."

**Long Vitality of Seeds.**—This was shown in trenching for a plantation a part of Bushy Park, which had probably been undisturbed by the spade or plough since, and perhaps long before, the reign of Charles I. The ground was turned up in the winter, and in the following summer it was covered with a profusion of the tree mignonette, pansies, and the wild raspberry, plants which are no where found in a wild state in the neighborhood; and in a plantation recently made in Richmond Park, a great quantity of the foxglove came up after some deep trenching. I observed a few years ago the same occurrence in a plantation in Devonshire, the surface of which was covered with a dark blue columbine, a flower produced in our gardens by cultivation, and I believe not known in this country in its wild state.—A field also, which had previously little or no Dutch clover upon it, was covered with it after it had been much trampled upon, and fed down by horses; and it is stated from good authority, that if a pine forest in America were to be cut down, and the ground cultivated, and afterwards allowed to return to a state of nature, it would produce plants quite different from those by which it had been previously occupied. So completely indeed is the ground impregnated with seeds, that if earth is brought to the surface, from the lowest depth at which it is found, some vegetable matter will spring from it. I have always considered this fact as one of the many surprising instances of the power and bounty of Almighty God, who has thus literally filled the earth with his goodness, by storing up a deposit of useful seeds in its depths, where they must have lain through a succession of ages, only requiring the energies of man to bring them into action. In boring for water lately at a spot near Kingston-on-Thames, some earth was brought up from a depth of three hundred and sixty feet; this earth was carefully covered over with a hand-glass, to prevent the possibility of any other seeds being deposited upon it; yet in a short time, plants vegetated from it. If quick-lime be put upon land which from time immemorial has produced nothing but heather, the heather will be killed, and white clover spring up in its place. A curious fact was communicated to me, respecting some land which surrounds an old castle, formerly belonging to the Regent Murray, near Moffat. On removing the peat, which is about six or eight inches in thickness, a stratum of soil appears, which is supposed to have been a cultivated garden in the time of the Regent, and from which a variety of flowers and plants spring, some of them little known even at this time in Scotland.—[*Journal of Nat. Hist.*]

**An escaped Boar.**—We sometimes hear of an escaped lion; we heard last week of the escape, and consequent destruction, of a boar. A lady of a neighboring town, according to the strange fashion of the present day, was walking, towards dusk, with one of those unsightly monsters playing round her neck. Without her observation, it escaped from her shoulders, and fell into a hedge, where it did not lie long before it was espied by some ditchers returning from their work spade in hand. The "chopsticks," who had never seen such a monster before, did not know that it was perfectly harmless. It looked so formidable that they could not doubt that it was a "wicked"

and one of them after making his approaches with due caution, inflicted a blow heavy enough to settle all disputes on that point. This was succeeded by a shower of blows, and the lady, who had in the mean time missed her favorite, returned just in time to see it cut into twenty pieces.—[*Manchester Adv.*]

**The Swell Mob.**—"The gang commonly known by the sobriquet of the 'swell mob,' have flourished for years with comparative impunity, which is to be attributed solely to their very considerable resources; and the following anecdote, though it may be considered rather irrelevant to the subject, will prove the correctness of the fact:—One of the fraternity named Page, had long been what is termed, in the slang of the police, 'a first-rate crackman,' and was one of the three who in 1827 robbed the Glasgow Bank to a very large amount. A few months ago he was arrested at Hammersmith, by the solicitor of the Bank (from whom the author had this information) accompanied by a police officer, and conveyed to Bowstreet. On his way to the office Page expressed his conviction that nothing could save him if he was tried, and stated to this gentleman that, if he would allow him to escape, he should receive £2,000. As may be supposed, the offer was rejected and he was lodged in prison. The next day he was examined, and remanded for further evidence: the day after he escaped from the cell attached to the office, about four o'clock in the afternoon."—[*Laurie on Grand Juries.*]

**Observations upon India.**—"Amongst the many varieties of native musical instruments I have seen in India, the kettle drum is the most simple and singular, which I will take the liberty of describing:—It is of well baked earth, moulded in the usual way, and very similar in shape to those of the Royal Horse Guards. A globe of the common size, divided into exact halves, would be about the dimension and shape of a pair of Indian manufacture; the parchment is strained over the open mouth, with a thin hoop to fix it firm; the slightest pressure with the fingers on this hoop draws it into tune. The simplicity of this accompaniment to the human voice, when touched by the fingers, very much in the way Europeans use the tambourine, is only to be appreciated by those who have been long acquainted with the sound. The only time when it is beaten with sticks is when used as *dukkahs*, before the king and queen, on their appearing in public—a sort of alarm to warn obstructing hackeries, or carriages, to move out of the way. I have occasionally observed a singular mode of imitating the sound of cavalry going over hard ground, adopted in the processions of great men on the tenth of Mahurram; the contrivance is called *chuckee*, and composed of ebony, or some equally hard wood, the shape and size of a pocket globe, divided into halves; each person, having the pair, beats them with a particular tact on the flat surface, so as to produce the desired sound of horses galloping; and where from fifty to a hundred men, or more, are engaged in this performance, the resemblance may be easily conceived."

**LISLE, April 10.**—It was remarked at Moscow, at St. Petersburg, and in other places, that an innumerable quantity of midges or gnats obscured the atmosphere upon the arrival of the cholera. The town of Lisle is at this moment covered with insects. An amateur of statistics amused himself by calculating how many of these insects there were on a square metre of the walls. He counted and weighed them, the surface of the walls of the town being estimated at 3,750,000 square metres, each metre, on an average, a mellogramme weight of insects. He has discovered that these insects if thrown together after their death would form a weight of 3,750 kilogrammes, or about 8,000 lbs. of animal matter in putrefaction; that is to say, a quantity equal to 50 human bodies, which are left to rot in the streets of the town. Surely the authorities should hasten to take measures to avert from the citizens the danger of breathing these deleterious miasma. Would it not be advisable to light fires in the large streets, so that these insects might be consumed in the flames? The ancients frequently resorted to that measure in periods of contagion. The ancient and almost universal practice of lighting bonfires on St. John's Eve, and other epochs, had, perhaps, like many other customs, an useful origin and object, which have now been forgotten.—[*Paris Paper.*]

**Fasting.**—The author of a work, entitled "Apologie du Jeun," published in Paris in the year 1795, is a strong advocate for occasional fasting as one of the most certain means of invigorating and prolonging life. One of his arguments is this—he takes 152 hermits or bishops, who are known to have lived a strictly temperate life, with frequent fasting; and he reckons

sets them against an equal number of academicians, half from the Academie des Sciences, and half from the *Belles Lettres*. The joint lives of the hermits amounted to 11,589 years; those of the academicians only to 10,511. Hence he concludes that frequent fasting would prolong the lives of men of letters, in each individual case, by more than seven years, on an average.—[*Medical Gazette.*]

## FOREIGN INTELLIGENCE.

**FROM EUROPE.**—A little later news will be found in the annexed extracts, which we take from the *Journal of Commerce*:

Correspondence of the Liverpool Albion.

**LONDON, Saturday, June 16, (half past seven.)**—The *Spey* packet arrived at Falmouth on the 14th inst. after a passage of eighty hours from the Tagus. Much interest was excited by a report that this vessel had seen Don Pedro's expedition approaching the coast; but upon enquiry, it was ascertained that though she sailed from Lisbon on the 10th, she has brought no account of the arrival of the imperial squadron from St. Michael's. There could scarcely be time to admit of the telegraphic despatch from Bayonne giving an account of a landing; at least that news remains unconfirmed.

**LONDON—City, 12 o'clock.**—The Lisbon mail brings accounts that, on the 5th inst. the American frigate *Constellation* arrived in that port from Madeira, the Commander not having acknowledged the blockade of that island. Madeira is in the best state of defence.

**Half-past One.**—Since the morning Consols have become very heavy, and considerable sales on speculation have been made.

In the Foreign Market all securities are lower. A commercial express has arrived from Paris. Nothing has transpired, therefore we may conclude there is no important news from that capital.

The fall in Consols is attributed to some difference having arisen between Belgium and Holland.

**LIVERPOOL, Saturday, June 16th.**—The sales of Cotton to-day are 2500 bales.

**LONDON, JUNE 15.**—Lisbon Gazettes of the 9th inst., have been received, but we can hardly expect to learn any news from them; much is made of the blockade of Madeira being raised.

Some extensive sales have taken place yesterday at the Stock Exchange, which have produced a rather unusual demand for money, and a depression of prices, though not to any material extent, but they are not traced to any cause of a general nature, and originate, probably, in the preparation making for these election contests which all now consider inevitable, and near at hand. The monied resources of the Tories, as well as their personal influence, are it seems, to be lavishly supplied for the purpose.—This being with them a vital struggle to maintain their old footing in Parliament, it is likely that more money will be spent on the approaching election than on any which has occurred for a long time.

**Lisbon, 9th June, 1832.**—Our vessels of war are off. The Viscount Santarim was shocked at their leaving the port, and denied to Mr. Hoppnet they were desired to be withdrawn; but Mr. Hoppnet silenced him by presenting a copy of his own letters on the subject to Sampayo.

"An American frigate from Madeira, and a corvette from Cadiz, have arrived here, and the Miguelites gave out that they were to be followed by eleven line-of-battle ships, and the object of their coming was to offer assistance to Don Miguel against the English! This absurd report flew like wildfire; and, so great was the effect on the minds of many, that, at the Casa da Pedra, on Thursday, *picas* were given by the Miguelites to their friends and allies, the Americans! and there were, apparently, very hearty shouts of death to all the English Ladrões, (thieves.) In fact, the Americans are come to demand money—upwards of 100 centos of Reis (£30,000,) which, I hear, this Government has succeeded in finding for them, and they will leave again this port in the course of a few days. Two line-of-battle ships are expected here from America, on, I suppose, their way to the Mediterranean. I think we shall see some rather disagreeable work here soon. The troops of the line are getting beyond the control of their officers, and few doubt that nearly the whole will desert, the moment that Don Pedro is known to be on the coast. The policemen are to leave the city for the threatened point, and we shall be left with the royalists and Carateiros, bludgeon-men, of which latter the magistrates of districts are to have under their orders eighty each. Imprisonments are making in all directions.



**LATER FROM EUROPE.**—From the Boston papers of Tuesday we take some recent extracts from late London papers received there by the *Dover*.

It seems conceded that the government of Louis Philippe was strengthened by the mad attempt at insurrection in Paris. Martial law still prevailed. Messrs. Chateaubriand, Hyde de Neuville and Fitzjames were arrested, not as connected with the disturbances in Paris, but with the movements of the Duchess of Berri in the South and West. The Duchess had not been arrested, and was supposed to have escaped.

Don Pedro had not yet appeared on the coast of Portugal.

The Duke of Wellington was mobbed in London on the anniversary of the battle of Waterloo: the day for which the same mob had all but deified him. There is no part of this country where Gen. Jackson—do what he might—could be mobbed on the anniversary of the battle of New Orleans.

[From the Boston Centinel.]

**THREE DAYS LATER FROM ENGLAND.**—The ship *Dover*, Captain Nye, arrived at this port from Liverpool, whence she sailed on the 21st June, and brings London files to the 20th. A single paper was brought up from her at midnight on Sunday, and full files yesterday.

She brings no intelligence of importance. The celebrated Chateaubriand, the Baron Hyde de Neuville, and the Duke of Fitz James, had been arrested in Paris, charged with treason, and being partisans of the Duchess of Berry.

It is stated that St. Jean d'Acre surrendered at discretion to Ibrahim Pasha, on the 26th of April, and that a safe residence in Egypt, with an annual income of 750,000 piastres, had been assigned to the governor of that fortress.

The Irish Reform Bill was under discussion in the House of Commons, and it produced some warm debates between Mr. O'Connell and the ministers.—Earl Grey had been ill, but was said to be considerably better.

**ENGLAND.**—The Vice President of the Board of trade had proposed important alterations in the existing duties in England, and it had attracted the attention of the merchants and brokers in London. The articles proposed to be affected by it were chiefly West India produce and drugs.

**Attack on the Duke of Wellington.**—On the 18th June, the anniversary of the battle of Waterloo, the Duke of Wellington, while riding on horseback through London, was followed by great crowds of people, hissing, groaning and throwing mud. He and a gentleman riding near him in a chaise, were covered with mud and dirt. He soon took shelter in Lincoln's Inn, when the mob threatened to tear down the building. A strong body of the Police officers was sent to his relief, and he attempted to leave Lincoln's Inn. The mob immediately renewed the attack, and a ruffian rushed forward and attempted to pull the Duke from his horse, but the fellow was seized by the Police officers, but was immediately rescued by the mob. The Duke then retired to his house, guarded by a strong body of Police officers.

**FRENCH AFFAIRS.**—Capt. Pepin, of the National Guard of Paris, was tried by a Military Tribunal in Paris on June 17th, for High Treason, for firing from a window upon the troops on the 6th. He was about 32 years old, a Grocer, and wore the decoration of the Revolution of July. He was very much dejected, but was acquitted. Many other similar trials were going on. Some of the prisoners had refused to plead, at the same time protesting against the right of the Government to try them by military tribunals.

The Cholera still lingers in Paris. The official Bulletin of the 16th gave 6 deaths in the Hospitals, and 11 in private practice, being an increase of 3 cases that day.

Baron Maréchal, the new French minister to England in the place of Talleyrand, had arrived in London. Great numbers of people, not only in Paris but in most of the large towns of France, had been arrested in consequence of the recent movements.—Some of them are people of high standing.

**PARIS, JUNE 18.**—It was in the papers found upon M. Berryer, that reasons were discovered for arrest-

ing M. de Fitz James, de Neuville and de Chateaubriand. These arrests were made by virtue of a requisition issued by the Procureur-General of the Cour Royale of Rennes, and a mandat of detention issued by one of the Councillors employed in the instruction of the affairs relative to the disturbances in the West.

The same mandat was applicable to the Duke de Belluno, but who has not yet been found.

M. de Chateaubriand was arrested at 5 in the morning, at No. 84, Rue d'Enfer. His house was surrounded at two, but daylight was waited for to make an entrance. He manifested much sang froid at the circumstance, which was to him, doubtless, unexpected. He spoke to all those around him with a perfect tranquillity of mind, and took his *Gradus*, in order, as he said, to make verses to lighten his captivity.

He is charged with being the President of the secret Regency. We repeat this report as it is circulating all over Paris, otherwise we should not have mentioned it. This rumor, however, and a thousand others which are in circulation, will make no difference as to the situation of the prisoner. Did we imagine that it would in the least exaggerate his difficulties, we would rather break our presses than repeat any thing of the sort.

But looking to a celebrated writer, a man of genius, upon whom all Paris, all France, and all Europe have fixed their eyes, we cannot but recollect what is attached to an event which we witness with profound grief, connected as it is with others so dreadful and so melancholy.

The Baron Hyde de Neuville was arrested at his residence at four in the morning. He was in bed, scarcely recovered from his suffering from the cholera, and an attack of sciatic gout.

He has protested against all the causes mentioned in the mandat of detention.

He is in a small chamber at the Prefecture.

Madame de Neuville has requested as a favor, to be allowed to accompany her husband as his nurse.

The Duke of Fitzjames was arrested, as we understand, in a house in the Rue de la Chaussée d'Antin.

A physician at Warsaw, wishing to make an experiment proposed to a very robust man to lie in the bed where a person had died of the cholera. As a considerable reward was offered him for so doing, he agreed to the proposal; but the man was scarcely in bed when his imagination began to work, and made him uneasy, he felt all the symptoms of cholera, and died, notwithstanding the medical assistance that was afforded him. The physician afterwards declared that no one who had died of the cholera had previously slept in the bed. This fact proves that the fear produced by the imagination has a share in promoting the disease.—[Paris Paper.]

**PARIS, June 16.**—Three Per Cents. 68½; 40c. 45c. 2½c. 40c.; 4 Per Cents. 52½; 81½. 60c.

**LONDON, June 19.** one o'clock.—The Consol Market has rather suddenly advanced to 84½, buyers for the account. There are various rumors afloat for the purpose of accounting for it, but we cannot trace them to any authentic source. Bank Stock continues at 192, 200. Portuguese Stock has advanced. Half past one—Consols are now 84½ 95 for the Account. Four o'clock—Consols for Account 84½.

**LONDON CORN EXCHANGE, June 13.**—The business this morning was confined to small sales for immediate use at a trifling reduction from last week's currency.

**LIVERPOOL, June 18.**—Our Cotton market has been rather dull, but although holders continue to offer freely, they are not disposed to submit to any further reduction, and the market has closed at about the currency of last week. The sales comprise 140 S. I. at 11d 16d; 6630 Bowed, 5½d 7d; 1740 Orleans, 6d 3d; 1830 Alabama, 5½d 6d. Total sales 14,070 bales—of which 600 American and 240 Pernam for shipment. The sales on Saturday and to-day were about 5000 bales. There is no alteration in prices; but the market is firmer.

**LIVERPOOL CORN EXCHANGE, June 19.**—Four to five thousand quarters of bonded Wheat, and 6 to 7000 bbls of Flour have changed hands during the week, chiefly for export; the former at 68. 6d. per 70 lbs. for U. S. Some recently imported Flour has brought 2½s. per bbl; sweet oil Flour, 2½s. 6d., and sour 2½s. per bbl. The show of samples at this morning's market was large, and very few buyers in attendance; the consequence was an exceedingly dull market, and a decline in the prices of this day's night of 1d. to 2½. on Wheat, and ½d. to 1d. on Oats.

#### SUMMARY.

It is stated that no grand or petit Jurors will be required to attend the United States Circuit or District Courts at the places of adjournment. The Courts will be opened for the purpose of preserving the terms, and be adjourned back to New-York in September, and no business will be transacted other than to receive the returns of process, enter judgments, and hear notices of course.

In announcing some days ago the deaths by Cholera, of some officers attached to the command of Gen. Scott, we spoke of *Lieut. Brown*, who was one of its victims, as a son of the late General Brown. We were in error: it was not Brevet *Lieut. Jacob Brown*, but *Lieut. Gustavus Brown*, of 3d Artillery.

**FAST DAY.**—We annex the proclamation of the Governor of Massachusetts, ordaining a Fast—we annex it, as a fine composition.

By his Excellency, Levi Lincoln, Governor of the Commonwealth of Massachusetts.

#### A PROCLAMATION.

The Almighty Creator and Sovereign Ruler of the Universe having permitted a dreadful pestilence to waste the population of other portions of the earth, and in his inscrutable Providence now visited with this fearful judgment parts of our beloved country, bringing sickness and death to the *Habitations*, and apprehension and dismay to the *Hearts* of the People, it becomes the citizens of this Commonwealth, with religious confidence in his unerring Wisdom, and in humble dependence upon his super-tending mercy, to implore his gracious interposition for their deliverance and safety. Acknowledging, in penitence, their sins, and with a contrite sense of that unworthiness by which they have incurred the Divine displeasure, may they prestate themselves in filial submission before his impending correction, and with pious resignation to his most Holy Will, seek, by Supplication and Repentance, his Forgiveness and Favor.

Under a deep sentiment of obligation to recognize, in all events, the Controlling Agency of the Giver and Preserver of Life, and especially, in periods of great public calamity, to call upon Him, who alone is able to save, I appoint Thursday, the ninth of August next, to be observed as a Day of Fasting, Humiliation and Prayer, throughout the Commonwealth. And I invite the people of every denomination, to assemble on that occasion, in their respective places of Public Worship, and commending themselves to the mercy which they need, fervently pray to God, through faith in his Blessed Son, for His Grace to Pardon, and His Compassion to Spare and Bless them:—That in His Infinite Goodness, He would arrest, every where, the progress of the Destroying Angel, and deliver the places, which are now visited with the mortal disease, from the further scourge of the Pestilence—that He would restore Health to the Sick—give Consolation to the Afflicted—and inspire the minds of all men with a sense of dependence upon the Administrations of His Providence, and of responsibilities to His Most Righteous Government and Laws—that their hearts being more deeply touched with a near view, both of His Judgments and His Mercies, they may hereafter serve Him by better purposes, and by purer lives.

And I earnestly recommend to the People of the Commonwealth to abstain from all labor and recreation, on the day of the appointed Fast, which may be inconsistent with the appropriate solemn observance and religious improvement on such an occasion.

Given at the Council Chamber in Boston, this twenty seventh day of July, in the year of our Lord one thousand eight hundred and thirty-two, and the fifty seventh of the Independence of the United States.

LEVI LINCOLN.

The interments in Philadelphia for the week ending on Saturday last were 147, of which 8 from malignant cholera. The interments in this city for the same time were 879, of which 689 from cholera.

It is a fact worthy of notice, that during the past month, the number of deaths by diseases other than the Cholera has been greater than usual. Whole number of deaths during the month, according to reports of interments, 2753: of which by Cholera, 1982. Leaving 751 by other diseases. Whole number of deaths in July 1831, 512. More in July 1832, (exclusive of Cholera cases,) 239. In 1830 the number of deaths during the month of July was 664; or 87 less than during the same month in 1832, (exclusive of Cholera cases,) notwithstanding the diminished number of inhabitants now in the city. During the week ending last Saturday, the number of deaths by diseases other than the Cholera, was 193. During the week ending Saturday 21st ult., 171. During the week ending Saturday 14th ult., 174.—[Jour. of Commerce.]

**Tis for Tat.**—The citizens of Boston have heretofore been in the habit of buying at market their



green peas and beans in the shell, their turnips with the tops on, &c., just as the inhabitants of other cities do. In New York the pods and tops are thrown into the streets, the common pig-sty of the city; but the Boston folks have a "notion," that it is more genteel to let the hogs be kept by the farmers of Roxbury and Brookline. As the pods and pigs, however, must needs meet somewhere, and the pigs were not permitted to come to the pods, the pods have been carted to the pigs. A few days ago, the inhabitants of Roxbury thinking it possible that the Boston folks, while they emptied the pods of fruit, filled them with Cholera, laid the wagons in which they were "being conveyed," under quarantine, and with a strong Police prohibited their passing the dividing line. Whereupon the Common Council of Boston immediately ordered that all peas and beans, before being brought to market, should be shelled, and all turnips, onions, and the like, should have the tops cut off. So now the contagionists have to shell and clip for 60,000 people, and keep the pods and tops to themselves.—[Journal of Commerce.]

Hon. LEWIS CASS, Secretary of War, arrived at Detroit on the 23d of July.

A ship named the *George Washington*, was launched last week at New-Bedford, intended for Messrs. Fish, Grinnell & Co.'s line of packets to Liverpool. She is 600 tons burthen, and is to take her station in the line on the 8th October, under command of Captain Henry Holdredge. Her materials are live oak, and she is considered in New-Bedford a *chef d'œuvre* in the art of ship building.

Mr. Richard Hatter, a passenger in the brig *Edmond Castle*, arrived here on the 30th July, from London, has brought over with him 2 cows and a calf of the true Durham breed, also 12 sheep of the true English breed.

All persons confined in Bellevue Prison at the suit of the United States, were discharged on Wednesday, on their own recognizances. Carrari still remains in this Prison, as there seems to be some question amongst the authorities, as to whether he is to be considered a prisoner in the charge of the State of New-York, or in the charge of the United States.—[Courier.]

The Hatters in Philadelphia have presented to the venerable Carroll a splendid Beaver, as a token of their respect.

Cents made in 1814 are in great demand, and 2, 6, 10, 12, 17, and in some instances, 75 cents have been given for a single one. The *Hampshire Gazette* says, "The story is, that in 1814 some gold was accidentally mixed with the copper at the U. S. Mint, and that the cents of that year contain gold." We have heard of another, and to us more plausible reason—it is this: In 1814 but few cents were coined at the mint—copper was high and they were used for other purposes than circulation. A bet of \$7000 a side, it is said has been made respecting the cents coined in that year. One party bets that a stated number can, and the other that they cannot be found in the United States—to be decided in a year. Yet the cents of 1814 are far more easily obtained than the cents of 1815, for which we have known \$5 offered.

**South American Coast.**—We observe in foreign papers received by late arrivals, an announcement that several important Surveys of the Coast of Brazil have been recently completed under the direction of the French Admiralty. They were commenced under the administration of M. de Martignac, by Admiral Roussin, and have been prosecuted by Lieutenant Barel, in the corvette *Emulation*, which has lately returned to Toulon. Among the important fruits of the expedition is a complete Chart of the Rio de la Plata. It is added, that the Coasts of the Rio Grande, and the San Pedro, which have been hitherto unknown to seamen, and supposed to be inaccessible on account of numerous banks of moving sand, were approached within three or four miles, and with the exception of a single bank, surveyed with accuracy. So that this part of South America may be safely visited under the guidance of charts newly executed on the spot.—[Baltimore American.]

On the 12th ult. the brig *Angenoriz*, of New-York, David Collins, master, from New-Orleans for Charleston, put into Key West, in a very leaky state. She had been run ashore while in tow of a steamboat in the Mississippi; and since her departure, has been ashore on the Colorado. The surveyor ordered that she be discharged for further inspection. It is presumed much of her cargo of tobacco, sugar, and provisions, is damaged, as she made alongside of the wharf 1 1/2 feet per hour.

A tiger shark was caught in Charleston harbor on the 23d July, measuring 10 feet 6 inches long, and 32 inches through.

The *Miners' Journal* has this advertisement: Wanted—a wet nurse to take charge of a basket of children, left at this office a short time since.

**Fire at Cincinnati.**—On the 23d July, between one and two o'clock, A. M. a fire broke out in the Steam Engine Factory of Mr. Powell, on Front st., near Deer Creek bridge, which, from the hour of the night and the combustible materials of which the building was composed, was not got under until the whole was consumed, and several frame buildings around it. There were several Engines in the factory, nearly finished, which renders the loss of Mr. Powell very severe, having, as we understand, no insurance. It is said to have been the work of an incendiary.

**Fire and Loss of Lives.**—On Monday night last, the Steamboat *Phœbus* was consumed by fire at the Cincinnati wharf, near where the Portsmouth was consumed two weeks ago. She was owned by the same company, and employed in conveying the mail from Guyardotte to Louisville. A family of four persons, deck passengers, consisting of a man, his wife and child, and a young woman, the wife's sister, perished in the flames. They came on board at Ripley, removing from that vicinity to the neighborhood of Middleton, Butler, Ohio. It was their intention to proceed from Cincinnati by the Canal, and they remained on board of the steamboat to remove their baggage in the morning. Their names are not known. Their remains were decently interred on yesterday.—[Cincinnati Gaz. of Wednesday, 25th.]

**Steamboat Disaster.**—The Louisiana Advertiser states that the steamboat *Phoenix*, which left New Orleans on the 15th ult. with a full cargo, for St. Louis, while under way, about 2 o'clock on the following day, 14 miles above Lafourche, was discovered to be on fire, by the smoke issuing out of the fore hatch. She was immediately run on shore, and every exertion used to save her. By scuttling her and throwing water down both hatchways, the progress of the fire was partially arrested, and little doubt was entertained but the boat would have been saved, when a dreadful explosion took place in the hold, which blew off the deck, together with the boilers, engine, &c. The clerk, in company with the engineer and several others who were on deck at the time the explosion took place, were thrown into the river. The engineer was slightly hurt, one sailor and a deck passenger seriously burnt, and one deck passenger is missing, supposed to have been killed. The clerk states, that he had no apprehension of danger from anything but fire, as he had not the slightest knowledge of there being any powder on board, which, he says, must have been shipped in cases or boxes. No part of the cargo was saved, as the crew, previous to the explosion, were engaged in endeavoring to save the boat.

**MOUNT HOLLY, N. J.**—The execution of Eliza Freeman, for the murder of her husband, took place near this town on Friday last. The number of persons assembled on the occasion, is estimated at 7000.

**TRENTON, July 27.**—Two black boys, supposed to have come from Philadelphia, were driven into Cox's Mill Pond, (Bloomsbury) near this place, by some reckless white boys on horseback, on the 21st instant. The poor blacks, in their fright to escape the threats of their pursuers, plunged into the deep water, and being unable to swim, were both drowned. We are informed that a colored man, by the name of James Levick, was murdered near Groveville, Burlington county, on the 22d inst. The person suspected of having perpetrated the horrid deed, one William Hadlin, is said to have made his escape.

**NEW-ORLEANS, July 17.**—Fry, the guardman, who shot John Byrnes on the new bayou road, was tried yesterday, in the criminal court, and acquitted. The city guard may now shoot whom they please, with impunity.—[Bee.]

**Fire.**—We are sorry to learn that an extensive barn, belonging to William N. Sill, of Bethlehem, was struck by lightning and consumed, on Sunday night. The loss is estimated at \$1,500.

**HUNTSVILLE, July 14.**—On Saturday afternoon last, as Mr. Christian A. Johnson was riding along the road, from Athens, on his way home, in company with two other gentlemen, when about two miles from Burdus's old store, in this county—near which place he lived—he was shot dead by some unknown person, from the woods, receiving two large balls, one through his arm into his body, the other in his shoulder. No person has, as yet, been fixed upon as the perpetrator of this unparalleled murder, we hope, however, he may be discovered, and brought to condign punishment.—[Advocate.]

**CAMDEN, (S. C.) JULY 21.**—An atrocious murder was committed on Sunday last upon the body of Miss Denton, living about six miles this side of Lancasterville, by a negro man of the neighborhood. Mr. Denton was at church, and the daughter and a young girl were the only persons in the house. The negro entered the piazza where they were sitting, and without any known inducement or provocation, took up a gun loaded with buckshot and discharged the contents into the head of the unfortunate young woman, who survived but a few moments. He fled immediately, and had not been overtaken by his pursuers when we heard last from the scene.

**Murder.**—On Thursday of last week an Indian by the name of John Steeprock beat his squaw, with his fist, until she died. The outrage was committed near the Tonnewanda Reservation, while they were both drunk. Steeprock was accused by his Squaw with having stolen some pork, upon which he fell to mauling her, and she fell down, and, to use his own emphatic language, when explaining the act afterwards, "stopped breathing."—[Batavia Advocate.]

[From the Boston Centinel of July 28.]  
**Commonwealth vs. Williams Roby.**—This capital trial, which has been pending in the Supreme Judicial Court for the three last days, was terminated yesterday afternoon by a verdict of GUILTY of the murder of Maria Leonard, a year ago. The prosecution and defence have been conducted with great ability on both sides. Roby is a black man, a mariner, and Maria Leonard was also a colored girl about 14 years old, to whom he was engaged to be married, and at the time of the murder it was supposed the marriage was soon to take place. The testimony at this trial was in the main similar to that given at the former trial, an account of which we published at the time, though some of the facts were fortified at the present trial by some new witnesses. The amount of it was that Roby murdered the girl in the paroxysms of jealousy, in consequence of her supposed attachment to another man. It appeared that he stabbed her in the back of the neck, and then threw her down and stamp upon her with his feet; the instrument used, was a long knife, and such was the force of the blow that the knife was broken against one of the dorsal vertebrae, or a part of the back bone.

The principle point urged in defence, was that the prisoner was insane at the time the deed was alleged to have been committed; it was also urged very forcibly, that, if a homicide had been committed, and the prisoner were guilty at all, it amounted only to Manslaughter. The case was summed up by the Hon. Attorney General, James T. Austin, who commenced his argument at half past four on Thursday, and occupied the profound attention of the Court and Jury for about four hours, urging the points of law and fact with great force and ingenuity against the prisoner.

Owing to the lateness of the hour, the Court adjourned till Friday morning. At the opening of the Court soon after 9 o'clock, His Honor Chief Justice Shaw commenced his charge to the Jury, which occupied two and a half hours. We have never heard of a more luminous exposition of the criminal law relating to the subject in question. The nice distinctions between Murder and Manslaughter were rendered clear to the most common understanding. The Jury retired at 12 o'clock and returned at about 3, with their verdict of Guilty. For the State, the Attorney General, and S. D. Parker, Esq. the District Attorney, and for the prisoner, W. R. P. Washburn and Joseph Willard, Esquires.

**HUNTINGDON Co. Pa., July 27.**—Capt. Wm. Donnelly, a respectable farmer, living on the line of the canal about a mile from the forge of Messrs. Hoyer & Schmucker, and about two and a half miles from the borough of Williamsburg, in this county, was shot in his house, on Sunday night last.



We extract from a paper published in Allentown, Penn., the following account of the tragical end of an individual well known in this community:

**The Allentown Tragedy.**—On Saturday, the 21st inst., Charles Augustus Dale put a period to his existence by firing a pistol ball through his head, in the jail of Lehigh County. Mr. Dale was an Englishman by birth, and resided for some years in the State of New York, and had been married to the widow of Robert Fulton, deceased. After the death of his former wife, we think some time in March last, he married in Philadelphia, Miss Greenleaf, of Allentown, without the assent of her parents. In the early part of last month, a rupture took place between them, in consequence of which his wife refused again to see him; she then resided with her mother in Allentown.

During the last week he again returned to Allentown, and in attempting to obtain an interview with his wife, was charged with a breach of the peace towards her mother. Being arrested and committed to jail for want of bail, he put a period to his existence by shooting himself.

**DREADFUL ACCIDENT ON THE QUINCY RAILROAD.**—On Friday, we were furnished with the following from Boston, which relates the immediate and untimely death of a very respectable individual of this city, Mr. Backus, and, as we fear, that of Mr. Bend, of the firm of Hoffman, Bend & Co., also of this city. The letter was written before any particulars of the accident were ascertained at Boston:—

*Extract of a letter from Boston, 25th July.*

"I send you an account of one of the most melancholy accidents that has occurred for many years. Mr. Backus, Mr. Belknap, Mr. Gibson, and Mr. Bend, rode out on the Quincy Railway, and by some accident to the machinery, were thrown from the car. Mr. Backus was killed, and Messrs. Bend and Gibson were materially injured. Mr. Belknap's legs are broken.

The Boston papers, in noticing the accident above referred to, say that Mr. Bend and not Mr. Belknap had his leg broken, and was otherwise severely injured. Mr. Belknap was much bruised, but not dangerously hurt. Mr. Backus was killed instantly and Mr. Gibson dangerously wounded. The car, it seems, in which they were, broke loose, near the summit of an inclined plane, which it descended with indescribable rapidity, and fell into an abyss some twenty feet.

**Arrival of the Italian Singers.**—The Italian Opera corps, under the direction of Mr. Montecor, well known in Italy as the leading manager of one of the first theatres in that country, has finally reached our shores. The troupe consists of forty-two members, including two Oboes (an instrument hitherto unknown in our orchestras) two first rate violins, a violoncello, also of the first talent, and a "maestro combalo," or leader of the orchestra on the piano.—[American Advocate.]

**Accidents.**—A painter who was engaged in painting the windows of the building adjoining Tammany Hall, fell on Saturday last from a height of about 30 feet. In falling, his body came in contact with a balcony, and was most dreadfully bruised. He was immediately carried to the Broadway Hospital, and although not dead last evening, he was not expected to recover.

A young man named William Brant, who was engaged in steering a small boat in the East River, on Saturday, nearly opposite Fulton Market, was upset by running the boat foul of a lighter. The persons in the lighter and the others in the boat endeavored to save him, but without effect.

**Painful Occurrence.**—On Sunday afternoon during the squall, a small boat was upset in the East River, and two boys were drowned. The party consisted of Matthew Ferguson, Bridget Duvanny, his sister-in-law, who had in her arms Ferguson's child, two years old; a boy named Harrison, who lived in Cross-street, and a boy whose name we could not learn.—[Gazette.]

**Trifle not with disease and death.**—A gentleman who resides in the upper part of the city states, that a man who was employed in making arrangements for the reception of patients in one of the cholera hospitals, sportively stretched himself out on one of the cots and exclaimed, "Here is the first case of cholera." The man some hours after was

taken down with the disease, and the next day was a corpse.—[Gaz.]

**Burglary.**—The store of Messrs. Keeler & Talbot, 212 Pearl st. was forcibly entered on Friday morning about 2 o'clock. It appears that the villain passed into the yard in rear of the store, from Fletcher st. by means of a new ladder which he carried with him, and contrived to wrench the door from its hinges by means of an iron bar. He was discovered by the private watchman, who called other watchmen to his aid, when they succeeded in arresting a stout fellow, well qualified for a long apprenticeship at stone-cutting in the State Quarry at Sing Sing.

The door, instead of being forced inward, as is usually the case, appears to have been powerfully forced to one side and dragged outward, the rabbit being small, and the fastenings on the inside not disturbed.—[Jour. Com.]

The steamboat Hercules, which left here on Monday evening, when ten miles east of Crane Neck, broke her larboard water-wheel shaft, and put into New Haven to repair. The Hercules returned yesterday afternoon.

The Thunder Storm which visited New York on Wednesday morning, July 25th, passed over Albany about 11 o'clock A. M. of the same day.

The French frigate La Flore, Capt. Le Blanc, bound to Brest, sailed from Hampton Roads on Wednesday morning, 25th July.

**Mutiny.**—A few days since, from various circumstances, the officers of the Maine State Prison were led to suspect that some mutinous scheme was maturing among the prisoners, and were shortly after confirmed in their suspicions by information received from one of the convicts, who was made a confidant of the plan, but who, finding he could not dissuade them from a determination, it seems they had formed, to murder one of the Guard, (the son of the Warden,) he resolved to inform against them. About twenty had combined, and they were headed by two desperate fellows, one of whom was arrested some time since at Bangor, and the other, whose name is Jones, and who received his sentence at the last term of the Supreme Court in this county, for store-breaking in this town. They were at work hammering stone in the shed built for that purpose in the lower yard; and their plan was, when they had done work for the day to rush out, armed with their sledges and hammers, and while some were making a way through the yard fence, which is composed of plank not more than 2 1/2 inches thick, the others were to gain the walk on the other side of the fence, which might be done from the top of the shed, attack the Guard House in that quarter, which contained arms, murder the Guard, and defend themselves until they could escape. On the evening when it was understood the plan was to be put into execution, J. Miller, Esq., the Warden, with a number of others with muskets and rifles, prepared for the occasion, concealed themselves in the Guard-house and awaited the attack. When the Prison Horn sounded, instead of dropping their hammers as usual and as they were commanded to do by one of the officers who had the hardihood to go amongst them as usual, they formed themselves into a band and rushed toward the barrier with the utmost fury, brandishing their sledges, apparently resolved to execute their purpose at any risk.—At this crisis the Warden and his party discovered themselves, presented their arms and ordered them to stop. They were so completely surprised that they obeyed instantly, and ranged themselves upon the steps that lead to the prison, as directed, with the exception of Jones before mentioned. He not only refused obedience, but openly defied the Warden and dared him to fire. Mr. Miller gave him time for reflection, and assured him he would shoot him if he did not comply, and accordingly discharged his piece at him loaded with two balls, both of which took effect, one passing through each leg, below the knee, without breaking the bone. The desperate villain sustained himself a few moments and then fell. His associates, alarmed at the fate of their leader, now sued for mercy, and were marched to the Prison, and locked in their cells. Jones' spirit was still unconquered, and it was not till the Surgeon, Dr. Ludwig, remarked for the purpose of seeing the effect that he would be obliged to have both legs amputated, that his stern spirit yielded and he burst into tears. His wounds were dressed and he is doing well.

The Warden is entitled to much commendation for the firmness and decision with which he acted, as without it there must have been bloody work.

His well timed severity will effectually check the dangerous spirit that had been working among the convicts, by showing them that their schemes cannot elude the vigilance of the officers of the Prison, and that when detected they will not escape punishment.—[Ind. Journal.]

A company of artillery from Point Comfort, belonging to the 1st regiment, when leaving New York, voluntarily pledged themselves to each other, to drink no ardent spirits during the campaign. They passed through the fire unscathed, except the loss of one man, and went on last Tuesday, (the 10th,) under the command of Lt. E. Spruat Sibley, in the steamboat William Penn.—[Washington Globe.]

**Singular Suicide.**—We learn that Mr. Alanson Pease, of Suffield, committed suicide on the morning of the 6th inst. by throwing himself from the top of a tree, 40 feet high. Mr. P. had been a very intemperate man, and for some weeks previous to his death, had exhibited repeated evidences of a derangement of mind consequent upon his dissipated habits. On the morning of the 4th, he informed his friends that he was going in swimming, and immediately proceeded to a large tree near his residence, divested himself of all his clothing, and commenced climbing the tree. After reaching the top he again informed some passers by that he was going in swimming, and soon after threw himself head foremost to the ground, apparently supposing that he was diving into water. He struck upon the ground with his head, and expired in about an hour.—[Springfield Whig, Mass.]

**Hail Storm.**—On Monday evening, the 16th inst. one of the most fatal hail storms occurred in the neighborhood of Lloyds, in Essex county, that we recollect ever to have heard of. Our informant states, that the hail, some of which were as large as goose eggs, commenced falling at about half past 7 o'clock, P. M. and continued about half an hour, when it covered the ground to the depth of six inches. On the day after, one hail stone was picked up out of a ditch of water, which measured six inches in circumference. The hail fell over a district of country about two miles wide and ten in length. Within its range the trees were entirely stripped of their leaves, and the crops of corn and garden productions totally destroyed. One gentleman had six or eight hogs killed.—[Frederickburgh Herald, Vir.]

**Murderer arrested.**—We learn from a friend in Morganton, Burke Co., that Tisdale Spencer, who stands charged with the murder of James Murphy, Esq., in November last, has been apprehended. Immediately after the perpetration of the crime, he fled, and as was supposed, made his escape. Thro' the indefatigable exertions however, of Sheriff Butler, Capt. James McDowell and Col. James Erwin, he was traced to Gasconade Co., Missouri, and has been brought all the way from thence, a distance of more than 1000 miles. He is now in Burke jail, and will probably be tried at the ensuing term of the Superior Court.—[Raleigh Register.]

**Unpleasant Occurrence.**—It becomes our duty to notice some transactions that took place, at the new Theatre in this city, on Friday evening, 19th inst. of a very unpleasant character. The manager announced in the papers and bills, that Gen. Houston had been invited to attend the Theatre that evening, and had accepted the invitation. Offence was taken at this announcement, and, by concert or accident, some very riotous proceedings took place, which broke up the performances of the evening before they were half through. No injury was done to the Theatre, or personal violence perpetrated. While we admit that it was imprudent to make a commendatory pageant of Gen. Houston, we cannot but regret that it was not resented in a less objectionable manner. All proceedings of the character of a mob are reprehensible, and we are grieved to witness an instance of them in our city.—[Cincinnati Gazette.]

The Auburn Republican says, a stranger is supposed to have been murdered last week in the town of Aurelius, in this county, between this and where the free bridge crosses the Cayuga outlet. Several individuals are in custody, and under examination.

On Thursday, 26th July, during a heavy shower, Capt. J. Cloutman's Manufactory of Pyroligneous Acid, on White's wharf, at Salem, was struck by lightning, which struck one of the wings of the windmill, shattering it into splinters, and followed an iron pump rod connected with it to the ground.

William Bracken, an Irishman, aged 25, was killed at Ballston Spa, on Monday, July 23d, by the falling of a bank of earth.



## NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List"—Tuesday, July 31st, 1932.

<b>ASHES—</b>			<b>RYE FLOUR—</b>			<b>PROVISIONS—</b>			<b>BANK NOTE TABLE.</b>		
Pot. first sort.....	100 lbs	4 40 a 4 45	Indian Meal.....	bbl	3 37 1/2 a 3 40	Beef, Mess.....	bbl	9 75 a 10 75	U. S. Branch par.....	Cumberland.....	Augusta.....
Pot. second sort.....	100 lbs	4 00 a 4 05	Do.....	bbl	3 15 00 a 3 18 00	Do. Prime.....	bbl	8 50 a 9 75	Thomaston.....	Case.....	Gardiner.....
<b>SEESWAX—</b>			<b>FRUIT—</b>			Do. Cargo.....	bbl	4 35 a 4 60	Vassalborough.....	Merchants.....	Kennebunk.....
White.....	lb	44 a 45	Raisins, Malaga.....	cask	7 00 a 8 00	Do. N. Y. Dairy.....	lb	14 a 16	Canal.....	Union.....	Manufacturers.....
Yellow.....	lb	19 a 20	Do. bloom.....	box	2 25 a 2 60	Do. Shipping.....	lb	11 a 12	Portland.....	Waterville.....	Winslow.....
<b>ROTTEN—</b>			Do. muscatel.....	box	2 75 a 3 00	Do. Philadelphia.....	lb	11 a 12	Bangor.....	Saco.....	Bathrop.....
Wine, Porter.....	gross	9 00 a 9 00	Do. bunch.....	box	3 00 a 3 12 1/2	Hog's Lard.....	lb	8 a 10	South Berwick.....	Lincoln.....	
Wines.....	do	6 50 a 8 50	Do. Smyrna.....	lb	6 a 7	Pork, Mess.....	do	13 00 a 14 00			
<b>BREAD—</b>			Currents, Zante.....	do	7 1/2 a 8	Do. Prime.....	do	10 50 a 11 00	<b>NEW-HAMPSHIRE</b>		
Navy.....	lb	3 1/2 a 3 1/2	Almonds, soft shell.....	do	11 a 13	Do. Cargo.....	do	9 25 a 9 50	U. S. Branch par.....	Rockingham.....	Claremont.....
Flour.....	do	4 1/2 a 4 1/2	Do. shelled.....	do	13 a 16	Chesse, American.....	lb	5 a 7	Cheshire.....	Portsmouth.....	Grafton.....
Crackers.....	do	5 1/2 a 6	Figs, Smyrna.....	do	10 a 12	Hams, Virginia.....	do	10 a 11	Concord.....	Farmers.....	Merrimack Co.....
<b>BRISTLES—</b>			Filberts.....	do	4 a 5 1/2	Do. Northern.....	do	9 a 10	Exeter.....	Piscataqua.....	Merrimack.....
Russia, first sort.....	lb	60 a 70	Tamarinds.....	do	3 1/2 a 5				New-Hampshire.....	Dover.....	Commercial.....
Do. common.....	do	30 a 40	<b>GRAIN—</b>						N. H.—Stratford.....	Whittemore.....	Connecticut river.....
American.....	do	15 a 20	Wheat, North riv.....	bbl	— a —						
<b>CANDLES—</b>			Do. Genesee.....	do	— a 1 25						
Mould, tallow.....	lb	12 1/2 a 13	Do. Virginia.....	do	1 12 1/2 a 1 14						
Dipped.....	do	11 1/2 a 12	Do. N. Carolina.....	do	1 20 a 1 25						
Sperm.....	do	30 a 32	Kye, Northern.....	do	80 a 83						
<b>COAL—</b>			Corn, Yellow, North do	do	70 a 73						
Liverpool.....	chaldron	10 00 a —	Do. White, L. & N. J.	do	70 a 73						
Scotch.....	do	7 80 a 8 00	Do. Southern.....	do	62 a 66						
Sidney & Bridgeport.....	do	— a 8 50	Barley, North river.....	do	46 a 56						
Albion.....	do	8 00 a 8 00	Oats, South & North.....	do	46 a 56						
Virginia.....	do	8 00 a 9 00	Peas, white dry.....	do	6 00 a 7 00						
Anthracite.....	ton	7 50 a 9 00	Do. black eyed.....	do	— a 7 50						
<b>COCOA—</b>			Beans.....	do	7 50 a 10 00						
Caracas.....	lb	12 a 14	<b>HEMP—</b>								
Trinidad.....	do	5 a 6	Russia.....	ton	150 00 a 210 00						
St. Domingo.....	do	4 a 5	Manilla.....	do	215 00 a —						
Para.....	do	5 a —	Sisal.....	do	— a —						
<b>COFFEE—</b>			American dew-rot.....	do	130 00 a 150 00						
Cuba.....	lb	11 a 12 1/2	Yarn, Kentucky.....	lb	9 a —						
Brazil.....	do	12 a 13	<b>HIDES—</b>								
Porto Rico.....	do	12 1/2 a 13	La Plata & R. Grande.....	lb	14 a 15						
Laguaira.....	do	12 a 13	Brazil.....	do	11 a 12 1/2						
St. Domingo.....	do	12 a 13	Do. wet salted.....	do	6 1/2 a 6 1/2						
Java.....	do	12 a 13	Tronoco.....	do	10 1/2 a 13						
Jamaica.....	do	12 a 13	W. India & Southern.....	do	10 1/2 a 12						
<b>COPPER—</b>			S. A. Horse.....	piece	1 35 a 1 45						
Sheeting.....	lb	22 a 23	<b>HORNS—</b>								
Pig.....	do	16 1/2 a 17	Ox.....	100	5 00 a 20 00						
Old.....	do	16 a 17	<b>INDIGO—</b>								
Boit.....	do	24 a —	Bengal.....	lb	1 00 a 1 60						
<b>CORDAGE—</b>			Manilla.....	do	75 a 1 12 1/2						
Foreign.....	lb	10 a 11	Caracas.....	do	1 12 1/2 a 1 35						
American.....	cwt	11 a —	Guatemala.....	do	75 a 1 25						
<b>CORKS—</b>			<b>IRON—</b>								
Valve.....	gross	40 a 50	Pig, Engl. & Scotch.....	ton	40 00 a 45 00						
Common.....	do	20 a 30	Do. American.....	do	30 00 a 40 00						
Phial.....	do	5 a 10	Bar, do.....	do	80 00 a 85 00						
<b>COTTON—</b>			Do. Russia, P. S. L.....	do	100 00 a 102 50						
New Orleans.....	lb	10 1/2 a 12	Do. New Sable.....	do	86 00 a 87 50						
Upland.....	do	8 1/2 a 11	Do. Sweden.....	do	85 00 a 87 50						
Alabama.....	do	9 a 11 1/2	Do. English ass'td.....	do	72 00 a 73 00						
Tennessee.....	do	— a —	Sheet, English.....	cwt	6 75 a 8 00						
<b>COTTON BAGGING—</b>			Peru L. Co. Bat & sq.....	do	110 00 a —						
Hamp.....	yd	13 a 21	Do. round.....	do	120 00 a 150 00						
Flax.....	do	12 a 16	Hoop, American.....	cwt	5 50 a 7 00						
Do. American.....	do	12 a 21	Do. English.....	do	6 25 a 6 75						
<b>DIAPERS—</b>			<b>LEAD—</b>								
Russia, broad.....	piece	2 30 a —	Pig.....	lb	5 1/2 a 6						
<b>DUCK—</b>			Bar.....	do	6 a —						
Russia, U. X.....	bolt	18 50 a —	Sheet.....	do	6 1/2 a 7						
Do. Brulguins.....	do	17 50 a —	Old.....	do	4 1/2 a 4 1/2						
Do. Zottof & Kenopff.....	do	15 50 a 16 00	<b>LEATHER—</b>								
Do. 3d quality.....	do	15 50 a 16 00	Sole, Oak tanned.....	lb	20 a 27						
Do. inferior.....	do	12 50 a 15 00	Do. Hemlock.....	do	17 a 20						
German, Half.....	do	10 00 a 11 00	Do. damaged.....	do	14 a 16						
Holland, A. A.....	do	24 00 a 25 00	Upper, dressed.....	side	75 a 2 75						
Ravens.....	do	8 75 a 11 00	Do. undressed.....	do	1 00 a 2 50						
Amer. Jays, all flax.....	do	15 50 a 12 00	<b>LUMBER—</b>								
Do. No. 1 & 2.....	do	15 50 a 12 00	Boards, N. R.....	M ft	— a 15 50						
Do. Phoenix Mills, Pa.....	do	16 00 a 10 00	Do. East'n Pine.....	do	16 00 a 17 00						
Do. cotton, Paterson.....	do	16 00 a 10 00	Do. Albany do.....	do	16 a 17						
Do. No. 1 & 10.....	yd	26 a 38	Flank, Georgia do.....	M ft	25 00 a 35 00						
<b>DYE WOODS—</b>			Stavos, W. O. pipe.....	do	35 00 a 37 00						
Brazilletto.....	ton	20 00 a —	Do. do.....	do	27 00 a 29 00						
Camwood.....	do	75 00 a —	Do. R. O. hhd.....	do	25 00 a 30 00						
Fusic, Cuba.....	do	23 00 a 23 00	Heading W. O.....	do	44 00 a 45 00						
Do. Tampico.....	do	21 00 a 21 50	Hoops.....	do	13 00 a 25 00						
Do. Maine.....	do	15 00 a 17 00	Scantling, Pine.....	do	15 00 a 16 00						
Logwood, Camp'hy.....	do	27 00 a 28 50	Do. Oak.....	do	20 00 a 25 00						
Do. St. Dom.....	do	23 a —	Timber, Oak.....	sq. ft	20 a 25						
Do. Jamaica.....	do	— a —	Do. Geo. Yell. Pine.....	do	25 a 30						
Nicaragua, Bonaire.....	do	60 00 a —	Shingles, Cypress.....	M ft	3 75 a 4 00						
Do. Coro.....	do	63 00 a —	Do. Pine.....	bundle	2 50 a 3 00						
Do. Hache.....	do	67 50 a 70 00	<b>MAHOGANY—</b>								
<b>FEATHERS—</b>			St. Domingo.....	foot	6 a 40						
Live, Foreign.....	lb	14 a 20	Honduras.....	do	5 a 15						
Do. American.....	do	35 a 40	<b>MOLASSES—</b>								
<b>FISH—</b>			Martinique & Guad.....	gall	25 a 28						
Dry Cod.....	cwt	2 87 1/2 a 3 00	English Islands.....	do	26 a 31						
Scale.....	do	— a 2 00	Havana & Matanzas.....	do	25 a 26						
Pickled Cod.....	bbl	3 50 a 3 75	Trinidad do Cuba.....	do	27 a 28						
Do. Salmon.....	do	12 00 a 13 00	New Orleans.....	do	30 a 32						
Smoked do.....	lb	12 1/2 a 15	<b>NAILS—</b>								
Mackerel No. 1.....	do	6 00 a —	Cut, 4d to 40d.....	lb	— a 6						
Do. No. 2.....	do	3 25 a 3 50	Cut, 3d.....	do	7 a 8						
Do. No. 3.....	do	2 87 1/2 a —	Wrought.....	do	10 a 16 1/2						
Shad, Conn. Mess.....	do	3 50 a 9 50	<b>NAVAL STORES—</b>								
Do. Backport.....	do	6 00 a —	Tar.....	bbl	1 57 1/2 a 2 00						
Harrings.....	do	2 00 a 2 25	Resin.....	do	— a 1 62 1/2						
Do. Smoked.....	box	50 a 1 00	Rosin.....	do	1 12 1/2 a 1 22 1/2						
<b>FLAX—</b>			Turpentine Wilm. soft.....	do	2 50 a —						
Russia.....	lb	— a —	Do. North Co. do.....	do	2 25 a —						
American.....	do	9 a 11	Spirits Turpentine.....	gall	37 a 40						
<b>FLOUR AND MEAL—</b>			<b>OILS—</b>								
New York supreme.....	bbl	— a —	Florence 30 flasks.....	box	5 00 a 5 25						
Western Canal.....	do	6 12 1/2 a 6 37 1/2	French 12 bottles.....	bkt	3 00 a 4 00						
Philadelphia.....	do	6 40 a 6 75	Olive.....	gallon	95 a 1 00						
Baltimore Howard st.....	do	— a —	Linseed, American.....	do	— a 87 1/2						
Richmond City Mills.....	do	— a —	Do. Dutch.....	do	— a 90						
Do. Country.....	do	6 12 1/2 a 6 25	Whale.....	do	— a 26						
Alexandria & George.....	do	6 25 a 6 75	Do. refined.....	do	40 a 45						
Fredericksburg.....	do	— a 6 12 1/2	Sperm, Summer.....	do	— a 80						
Petersburg.....	do	— a 6 12 1/2	Do. Winter.....	do	57 1/2 a —						
Scratched and fine.....	do	6 75 a —	Liver, Straits.....	bbl	18 00 a —						
Fine middlings.....	do	6 25 a 6 50	Do. Shore & Bank.....	do	14 00 a 15 00						



## POETRY.

[For the New-York American.]

## ON THE DEATH OF COM. GEORGE W. RODGERS.

Where is the warrior's grave?  
Shall we seek it by yonder willow?  
Alas! he sleeps with the brave  
On the banks of La Plata's billow.

Rich in his ripening fame,  
The son of the sea went forth  
To add to the hero's name  
A gem of lovelier worth.

He bore at his country's command  
Her thunders to hurl on her foes;  
But the olive waived fair in his hand  
And the incense of peace straight arose.

Who the warrior's dirge shall chaunt  
In the groves of a foreign land?  
What maidens the spring flower plant  
As the requiem to heaven they send

For the brave cut off in his prime;  
For the valiant in battle and storm;  
For the hero from the northern clime,  
Noble of heart and godlike of form?

Oh! weep by the tomb of the brave  
Fair maidens of the southern sky,  
And zephyrs shall bear o'er the wave  
Hallowed tears from a northern eye:

And heroes shall point to the tomb  
Where their chieftain in honor sleeps;  
Where the maid of Brazil the rose has strown  
As her holy virgils she keeps.

EBORACENSIS.

## THE PLAGUE.

Lying, and behold we live!

Disease is but a messenger  
To warn the unwary traveller,  
To bid the weary hasten on  
To rest, and joys, on earth unknown.

Disease is not a prophet seer,  
To unfold a judgment-seat as near,  
To anticipate sin's punishment,  
But merely says: repent! repent!

Disease is sent by Heaven's decree  
To sinners such as you and me,  
To loose the soul from sinful strife  
And woo it back to love of life.

Disease may be employed by death  
To waste the form and stop the breath,—  
But Death, nor Sin, nor Hell may crave  
The soul Jehovah deigns to save

DAYS.	Highest.	Lowest.	Highest.	Lowest.	WINDS.	WEATHER.
17	78	66	30.12	30.10	W. S.E.	Cloudy.
18	81	67	30.16	30.05	S.W. S.	Variable.
19	84	67	30.09	30.05	S.W. S.	Cloudy morning—heavy showers after.
20	82	67	30.09	30.05	S.W. S.	Fair.
21	85	67	30.09	30.05	S.W. S.	Fair morning—cloudy evening.
22	83	67	30.09	30.05	S.W. S.	Fair.
23	82	67	30.09	30.05	S.W. S.	Cloudy morning—rain at night.
24	81	67	30.09	30.05	S.W. S.	Heavy rain, hail, thunder and lightning.
25	81	67	30.09	30.05	S.W. S.	Clear.
26	81	67	30.09	30.05	S.W. S.	Clear.
27	81	67	30.09	30.05	S.W. S.	Clear morning—cloudy afternoon.
28	81	67	30.09	30.05	S.W. S.	Cloudy morning—rain at night.
29	81	67	30.09	30.05	S.W. S.	Clear.
30	81	67	30.09	30.05	S.W. S.	Clear.

METEOROLOGICAL RECORD—JULY, 1883.

[Communicated for the New-York American.]

## PASSENGERS:

In the ship Birmingham, for Liverpool:—Messrs. Luke Flaherty, James Flaherty, of England; John Arrowsmith, of New-Orleans; Lieut. E. B. Stewart and lady, Mr. John Bryant, Jr. of Boston; Mr. Oldridge, Mrs. Parker, Mr. John Anderson, of Vera Cruz.

In the ship President, from London:—Rev. Wm. Biddle, lady and seven children, Mrs. S. Edwards, Mrs. C. J. Brymer, of London; Captain John Ewing, of the 24th Regiment, British Army; Mr. John Howard Payne, of New-York; Mr. John P. Wilcox, of Virginia; Messrs. John Craken, Wm. Shuttleworth, James Woodhouse, Robert Robertson, James S. Lawson, Thomas S. Spitt, George Wilson, and Master Edward Keyser, of London: and 157 in the steerage.

In the brig Charlotte Maria, from Bremen:—A Wehrade, and fifty-nine in the steerage.

In the schooner Consort, from Matanzas:—Jonathan Norcross.

In the ship Glasgow, from Liverpool:—Mr. Sml. S. Northouse, lady and son, Messrs. W. P. Benson, Thomas Frichard, James Marshall, Richard Claffey, and 160 in the steerage.

In the Edmund Castle, from London:—Capt. Sturgeon, R. Bister, J. Bone, and 96 in the steerage.

In the Agnora, from Savannah:—J. Haggerty and M. O'Brien.

In the brig Dapper, from Hull:—Eliza, Mary and Jane Cooper.

Elizabeth and Charlotte Ritchings, Jane Ross, and seventy-four in the steerage.

In the brig Emily Davis, from St Domingo:—Messrs. A. Stow, C. B. Bagley, Abner Burbanck, Alex. Feraul.

In the brig Reigerdaal, from Smyrna:—Mr. S. Bingham.

In the schooner Thomas, from Santa Maria:—Mr. W. Grut.

## MARRIAGES.

**MARRIED**—At Norwalk, Ct., on Thursday July 26, by the Rev. Mr. Hall, Mr. John F. Mackie, of the firm of Mackie & Murdock, to Miss Juliet Wood, all of this city.

At Norwalk, Conn., on Wednesday morning, 25th July, by the Rev. Dr. Kemper, Francis Skiddy, of New-Orleans, to Sarah Louisa, daughter of Wm. St. John, of the former place.

At Glens Falls, on Thursday, 28th July, by the Rev. Mr. Roosevelt, Mr. John J. Barry, of Warren, Pennsylvania, to Miss Harriet K. Goodrich, grand daughter of John Folsom, Esq. of the former place.

## DEATHS.

**DIED**—On Thursday 26th July, of the prevailing epidemic, Mr. Edward A. Ball, aged 30 years.

This morning, in the 44th year of his age, Mr. David Har denbrook.

On Saturday morning, July 28, after a long illness, Phila Delaplane, widow of the late Samuel Delaplane, in the 51st year of her age.

On Wednesday, July 25, after a short illness, Edward Arrowsmith, salesman.

Friday evening, 27th July, of the prevailing epidemic, Jeremiah Madison Fisher, son of the late Dr. Jeremiah Fisher, in the 24th year of his age.

Wednesday, 28th July, of the prevailing epidemic, Mr. Wm. Marshall, a native of Scotland, in the 71st year of his age, an old resident of this city.

On Saturday, 28th July, of cholera, Robert Bruce, aged 23, son of William Bruce.

Monday morning, 30th July, after a short and painful illness, Andrew R. Maverick, in the 23d year of his age.

Friday morning, 27th July, Mrs. Alice Babcock, aged 44 years, formerly of Boston.

On Saturday, 28th July, of the prevailing epidemic, Mrs. Elizabeth Ann Lovejoy, wife of Alexander L. Lovejoy, in the 19th year of her age.

On Sunday, 29th July, of the prevailing epidemic, Thomas Fairchild, in the 46th year of his age.

On Sunday last, July 29th, of the prevailing epidemic, Hester G. wife of Charles F. Bunker.

On Monday evening last, July 30th, deeply regretted by all who knew her, Mrs. Eliza Woodward, wife of Benjamin Woodward, Esq. late of Orange County, in this State.

On Sunday morning, 30th July, Gilbert H. Clement, in the 40th year of his age, formerly of Newburgh, Orange County.

On Tuesday morning, 31st July, after a lingering illness, in the 45th year of his age, Wm. Burtell, Esq. formerly Assistant Alderman of the 5th Ward, and for many years connected with the Custom-house of this city.

Last evening, Aug. 1, Mrs. Bristol, daughter of John Jacob Astor, Esq.

This morning, Aug. 2, of an affection of the brain, James Kissam, Custom House Broker, eldest son of the late John B. Kissam, in the 47th year of his age.

Wednesday morning, 1st instant, after a lingering illness, Mr. Wm. S. Ogden, from Charleston, S. C., aged 30 years.

Of the prevailing epidemic, on Monday evening, 30th July, after a painful illness of 6 hours, Miss Sarah Simpson, Milliner, late of Norcross, England, in the 30th year of her age.

Monday morning, 30th July, Mrs. Mary Brown, wife of Mr. Thos. Brown.

On the 28th of July, of a lingering illness, which he bore with Christian fortitude, at Greenwich, at the residence of his Grandfather, the Rev. Peter Stryker, Peter I. Ricord, in his 21st year, Medical Student of Geneva, State of New-York.

On Sunday morning, July 29, at the house of his father, Henry Waring, Esq., at Brooklyn Heights, of the prevailing epidemic, Mr. William F. Waring, merchant, of the firm of Johnson, Waring & Co., aged 21 years.

Monday evening, at Jamaica, L. I., Charles, son of Daniel B. Miller, of this city, aged 16 months.

Monday morning, 30th July, at 7 o'clock, at his residence in New-Brunswick, the Right Rev. JOHN CROES, D. D., Bishop of the Protestant Episcopal Church in the State of New-Jersey, in the 70th year of his age.

At Greensburg, 28th July, of the prevailing epidemic, Mr. Jonathan Archer, in the 60th year of his age.

In Albany, of bilious fever, Henry, third son of Nathan Sanford, aged 16 years 5 months and 15 days.

In Geneva, New-York, on the 19th July, Marian Foot, aged two years and five months, daughter of Prof. Webster.

At Detroit, on 9th July, of the cholera, Maj. Gen. OLIVER STRONG, of Rochester. The Rochester Daily Advertiser says:—"It is seldom that the death of any individual occurs under more melancholy circumstances, or is more deeply felt than that of the late General Strong." "He was a passenger in the Henry Clay—arrived at Detroit, and was taken sick on Friday, and expired on Monday following."

On the 11th inst. in New-Orleans, Lieutenant N. N. Clark, of the 4th regiment Infantry U. S. Army, aged 24 years, universally and deeply regretted.

At Cincinnati, Ohio, on the 19th July, of apoplexy, in the 66th year of his age, Mr. Samuel Burr, formerly of Long Island, N. Y.

## WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 879 persons during the week ending on Saturday last, 28th instant, viz:—328 men, 233 women, 122 boys, and 106 girls—Of whom 59 were of the age of 1 year and under; 34 between 1 and 2, 72 between 2 and 5, 32 between 5 and 10, 59 between 10 and 20, 165 between 20 and 30, 184 between 30 and 40, 121 between 40 and 50, 83 between 50 and 60, 51 between 60 and 70, 23 between 70 and 80, and 5 between 80 and 90.—Diseases: Apoplexy 2, asphyxia 1, casualty 3, cholera morbus 10, cholera malignant 699, consumption 35, convulsions 13, cramp in the stomach 1, diarrhoea 3, dropsy 1, dropsy in the head 6, drowned 4, dysentery 4, fever 4, fever, bilious 1, fever, bilious remittent 1, fever scarlet 2, fever typhus 3, flux infantile 16, hemorrhage 1, hives or croup 1, inflammation of the bowels 4, inflammation of the brain 6, inflammation of the chest 1, inflammation of the liver 1, inflammation of the stomach 2, interperence 5, locked jaw 1, marasmus 4, measles 7, old age 3, palsy 2, peripneumony 2, scirrhus of the liver 1, stillborn 3, toothache 4, unknown 12, whooping cough 4, worms 6.

ABRAHAM D. STEPHENS, City Inspector.

[Of the interments, 484 were in Potter's Field, and 139 in St. Patrick's Cathedral.

## Cholera Statement since the 4th of July.

DAYS.	CASES.					DEATHS.				
	Dwellings.	Hospitals.	Belleuve.	Yorkville & Harlem.	Total.	Dwellings.	Hospitals.	Belleuve.	Yorkville & Harlem.	Total.
July 4....	71	3			74	18	3			21
" 5....	15	3			18	10	3			13
" 6....	11	13			24	8	7			15
" 7....	42	13	30*		85	6	6	13*		25
" 8....	29	13			42	10	11			21
" 9....	18	30	57†		105	4	10	14†		28
" 10....	44	22	43		109	6	13	23		42
" 11....	45	31	53		129	10	16	25		50
" 12....	32	39	48		119	10	16	23		51
" 13....	27	39	35		101	10	22	17		49
" 14....	43	43	29		115	15	20	22		56
" 15....	60	53	20		133	28	31	15		74
" 16....	92	60	31		183	43	22	17		82
" 17....	60	63	23		146	19	20	12		50
" 18....	66	59	14		139	22	36	14		72
" 19....	114	77	11		202	42	28	13		83
" 20....	132	66	28		226	48	42	10		100
" 21....	191	100	20		311	61	38	10		109
" 22....	154	76	9	2	241	60	35	5	1	101
" 23....	163	42	26		231	46	17	20		83
" 24....	189	51	22	35†	297	67	21	7	10†	96
" 25....	99	45	10	3†	157	31	32	5	2†	61
" 26....	75	48	14	4	141	23	21	7	4	55
" 27....	73	46	3	1	123	23	18	5	1	46
" 28....	93	49	1	2	145	37	21	4	1	63
" 29....	61	58	1	2	122	19	15	3	3	39
" 30....	62	35	3	3	103	14	10	3	3	30
" 31....	59	52	1	9	121	23	20	3	3	49
	2054	605	521	60	3240	671	687	393	27	1577
Aug. 1....	47	39	4	2	92	13	24	3	1	41

\* These include all in Bellevue Hospital from the 27th of June to the 7th of July.

† These include all in Bellevue on the 8th and 9th.

‡ Harlem not heard from.

§ Including two days.

|| Not heard from.

## REPORTS OF INTERMENTS.

Week ending July 7.....	Burials.	Cholera malignant.
Do. July 14.....	191	66
Do. July 21.....	510	336
Do. July 28.....	887	716
Do. July 28.....	879	686
Day ending 8 o'clock, July 29.....	107	85
Do. do. July 30.....	81	47
Do. do. July 31.....	78	53
Do. do. Aug. 1.....	75	52
Do. do. Aug. 2.....	81	56
<b>TOTAL.....</b>	<b>3252</b>	<b>2090</b>

## RAILROAD IRON.

The Subscribers having executed large orders for iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to A. & G. RALSTON.

Philadelphia; May 26, 1882.

J23m\*

**TOWNSEND & DUFFEE, Rope Manufacturers,** having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York,

1st mo. 2d, 1882.

J30 if

## A RAILROAD IN PRACTICAL OPERATION, within ten miles of the City of New-York.

**THE PATERSON AND HUDSON RIVER RAILROAD** is formed from the town of Paterson to the village of Aquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.		AQUACKANONK.	
At half past 7 o'clock, A.M.	At half past 10 o'clock, A.M.	At half past 10 o'clock, A.M.	At half past 10 o'clock, A.M.
10 do do	1 do before 1 do P.M.	1 do before 1 do P.M.	1 do before 1 do P.M.
3 do P.M.	half past 3 do do	half past 3 do do	half past 3 do do
4 do do	4 do do	4 do do	4 do do
half past 4 do do	half past 4 do do	half past 4 do do	half past 4 do do
ON SUNDAYS.		ON SUNDAYS.	
At 7 o'clock, A.M.	At 7 o'clock, A.M.	At 7 o'clock, A.M.	At 7 o'clock, A.M.
half past 7 do do	half past 8 do do	half past 8 do do	half past 8 do do
9 do do	half past 9 do do	half past 9 do do	half past 9 do do
half past 12 do P.M.	half past 1 do P.M.	half past 1 do P.M.	half past 1 do P.M.
5 do do	6 do do	6 do do	6 do do
half past 6 do do	half past 7 do do	half past 7 do do	half past 7 do do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 15 cts.—Children under 12 years of age, half price.—Paterson, June 30th, 1882.

ELIAS B. D. OGDEN, Secretary.

N.B.—Persons leaving Hoboken by the 9 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.

† The public are informed that, until further notice, the 12 o'clock and 1 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Aquackanonk, are, for the present, withdrawn.